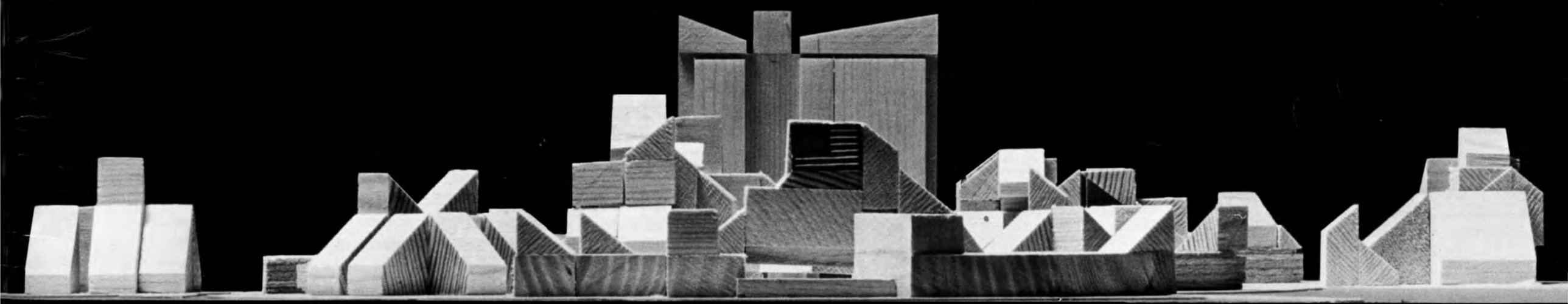


NORTHAMPTON

A TOWN CENTER

NORTHAMPTON COMMITTEE

Donald J. Riley
Supervisor
Howard W. Genano
Councilman
Joseph N. Darweesh
Councilman
Thomas S. Wills, Jr.
Planning Board Chairman
Robert W. Frye
Director of Finance
Curtis H. Rossow
Director of Community Development

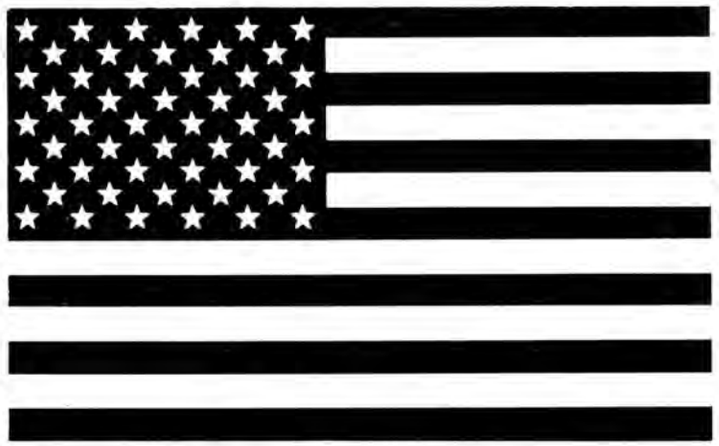
The Town of Greece has developed rapidly over the course of the last several decades. Since the mid to late 1960's, the central part of the Town has had increased residential construction. In the middle of this recent activity is the intersection of Latta Road and Long Pond Road. Town-wide planning studies dating from the early 1970's have anticipated a mixture of residential, commercial, recreational, cultural and other publicly-oriented land uses in close proximity to this corner. Due partly to the responsibility for approving virtually all development and due partly to the Town's status as a major landowner, a team of local officials has for many months been actively considering how to promote the best development for a square mile of property situated close to the intersection of these two major thoroughfares. The members of this team have accepted a lead role for the purpose of shaping this largely undeveloped part of Greece. The overriding goals on the part of those officials who have been participants has been to forge an integral village which will become the recognized heart of the Town. Toward this objective, the members of the design team have examined the various components which have traditionally been a part of a village.

Historically, past American Villages were a mixture of stores, offices, churches, government centers, private residences, inns, hotels, and stables. Building materials were selected carefully to provide a continuous harmony. Houses in these villages maintained continuity through interesting details and were grouped together to form a tight and interesting residential character.

We wished to encourage a master plan that would accommodate the best of the past and at the same time, develop a plan that meets the needs of the present day commercial development requirements. We proposed to develop a village that would accommodate the everyday use of the automobile, but would not be based soley on its needs. The plan had to provide a heavy emphasis on the pedestrian and the bicyclist.

As you read this report, you will see that the traditional components of American Villages have been thoughtfully preserved within a contemporary pattern. In this respect, Northampton should not be compared with shopping centers. *It is first and foremost a Village, the heart of Greece, a place of community activity.* It has been proposed as a place to shop, to worship, to purchase licenses, or to see your doctor or attorney. We stressed the major concern be given to the people who will eventually live, shop and enjoy the recreational and other amenities located there. The consultant has been imaginative, and we believe the foundation upon which the village design is predicated is sound. The design is subject to refinement; the Town is committed to working with all the current property owners affected by this project to develop a unique and vibrant center which will be a unique showcase — attractive, functional and economically successful. We believe it will be something that future generations will point to with the greatest sense of community pride.

Donald J. Riley, Supervisor



NORTHAMPTON

A TOWN CENTER FOR GREECE, NEW YORK

TOWN OF GREECE HISTORIANS OFFICE
595 Long Pond Road
Rochester, NY 14612
Tel: (716) 225-7221

BARKSTRÖM & LaCROIX ARCHITECTS

GREECE TOWN HISTORIAN

We are through this study, beginning a town center design. it can be as exciting as times when early settlers paced off a town square; deciding where the meeting houses will be built, the churches, county seat building, the bank and stable locations.

What we are presenting is a first concept. After discussing the site for months with the project committee and presenting various possibilities we decided on a design which most closely met the goals of the committee. As a first concept it will very likely take on different appearances as each new phase of work begins, and as members of the marketing community and residents within the town center area present their interests to the design committee.

If we were beginning a town center design in the Eighteen Hundreds, when the town of Greece was first settled, our job would be a considerably easier task. If we could simply erase the existing homes from our map and begin fresh on fields that are completely open and devoid of buildings or property lines, the designer could enjoy the complete freedom to concentrate simply on what lines would make the best town center. That isn't the case. Each small square on the existing map represents a house and a family, a point often emphasized by the design committee. Each property line represented a parcel of land owned by a resident of the town who would have a direct interest in the design because it would effect his life and the life of his family.

We have taken this responsibility very seriously. We have suggested property acquisition only after careful consideration of the rights of the individual residents. There was a gentle three-way tug-of-war between the goals of a dynamic design of intense village development, the rights of the residents presently living within the village area, and the rights of the future residents of the village area. In all cases we hoped to develop a balance of the three separate interests.

The site plan on this page indicates the town center location. It is approximately one square mile, 640 acres, centering on the intersection of Long Pond Road and Latta Road.

We have chosen Northampton as the name of the town center. According to Virginia Tomkiewitz, the town historian, the whole western half of New York State was once called Northampton prior to 1800. This area kept dividing and subdividing until Northampton included only the town of Gates and the town of Greece, which eventually also abandoned the name. Greece once was a hunting ground for the Seneca Indian Tribe, a branch of the Iroquois Nation. They also came to gather reeds for baskets and to pick cranberries along the ponds. The first settler was William Hincher, a man who drove the wagon in Shay's Rebellion, a conflict occurring after the Revolutionary War in New England. He settled in 1792 and was soon followed by New Englanders and Pennsylvanians as well as immigrants from Germany, Belgium and other European countries.

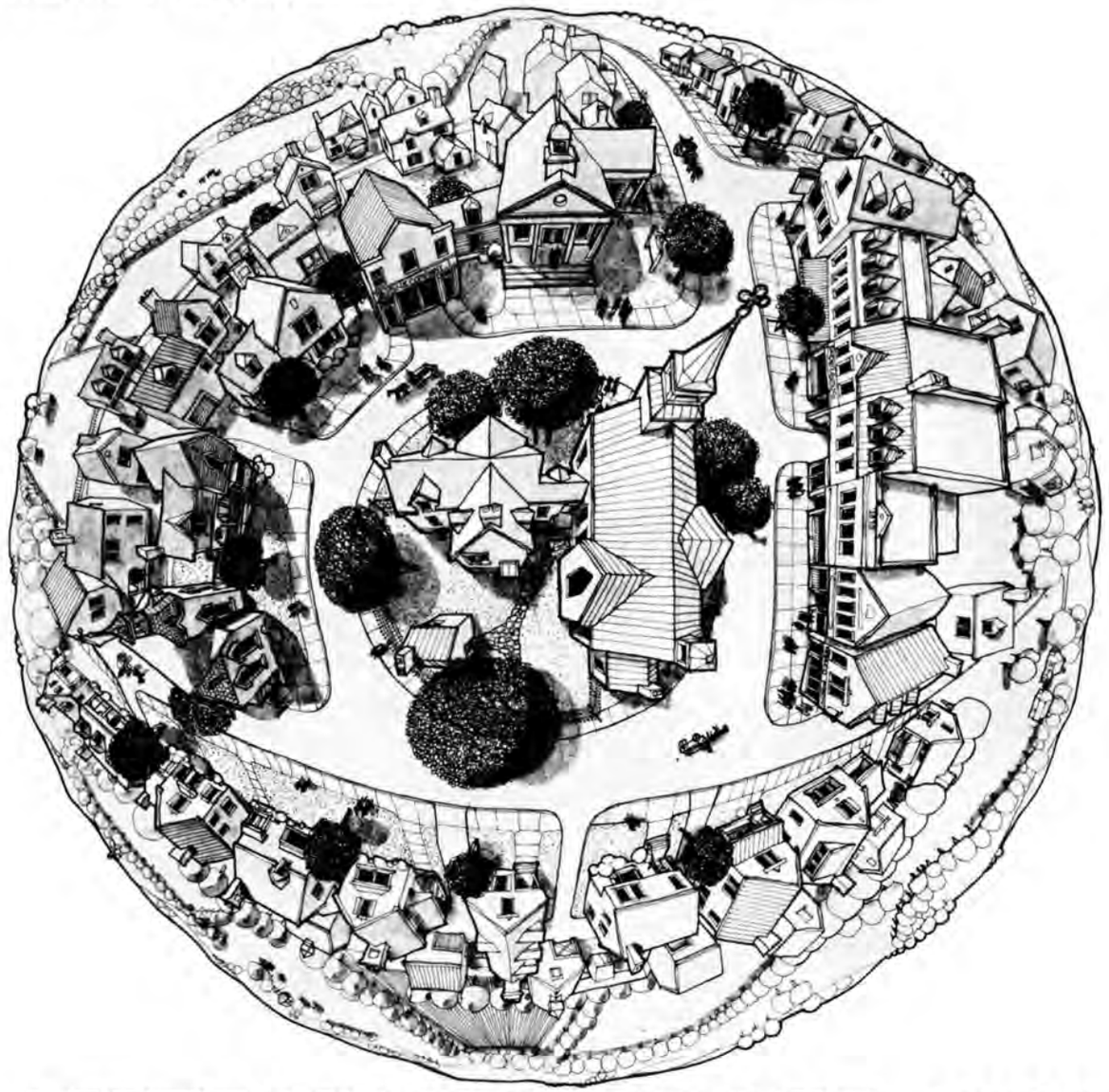
The inter-section of Long Pond Road and Latta Road was once called Greece Center. Latta Road was built first (in 1806) as a direct east west line to allow farmers to bring produce to Charlotte pier for shipping and to connect this agricultural area to Rochester by way of Lake Avenue. The only significant building in the area was a cobblestone church, located on the northwest corner. It was used by two different religious sects before becoming a black smith and wagon shop.

Occasionally within the town a group of buildings developed at an intersection or railroad crossings, such as at the Dewey-Stone area; and these buildings became a form of village center. McBrides had a general store and post office. Stickles followed with a small department store. Barnard School provided a two room school house and later a larger school. St. Charles Church and school provided a religious center and school. Other buildings followed. These intersections provided a physical bump on the horizon, compared with its agrarian surroundings. Villages and town centers often grew from such a nucleus, some growing to become cities. They were action centers where you not only bought your shoes and bread, but where you sent children to school met your neighbor, and worshipped on Sunday. It was the heart of the American Village.

Since World War II and the following commercial development, most American Villages have been separated from the major commercial development which occurred in a lineal expanse along major highways. In the town of Greece the major highway was Ridge Road. Most communities have a Ridge Road or something comparable. It becomes a commercial spine for shopping centers and stores continually building and growing, increasing in length and size each year because of continuous economic pressure. Its size cannot be limited easily by legislation or design. A man living in the town all his life, who has lived with the continually growing business cycle around him and now has his chance to sell at a good profit, enough to retire, could never understand or condone a town government wishing to stop the lineal growth of commercial development. It wouldn't be fair, and so it continues to grow.

In recent years similar development pressure began to be voiced for the Northampton (Latta & Long Pond Road) area. Would this be the beginning of a new lineal development? Would commercial pressure occur to connect a continuous commercial link from Ridge Road to the South, and Dewey Avenue to the East? The town government knew there was some need for economic development with this area, but how much? And how could they develop a system to control this development?

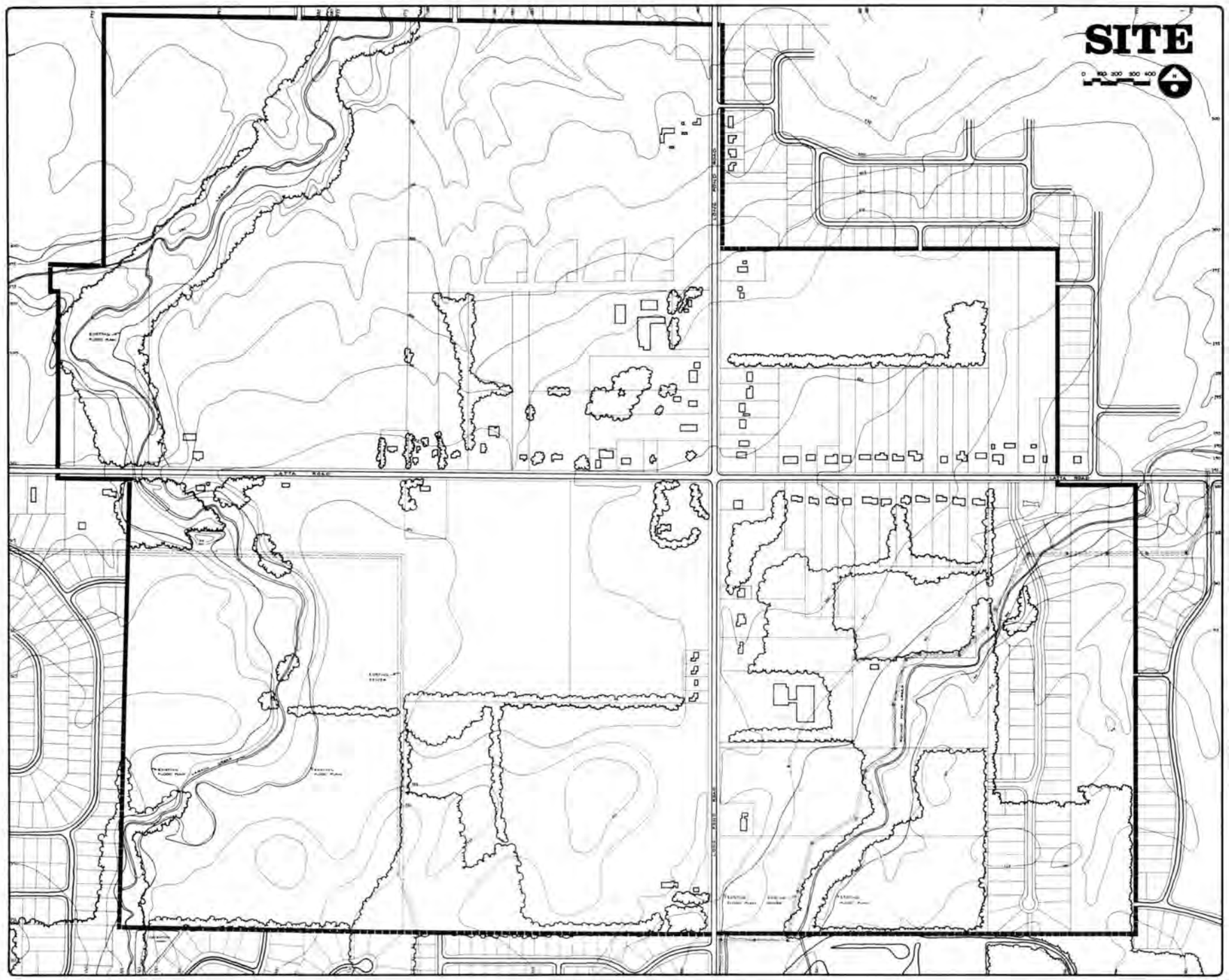
The planning firm of McCrosky-Reuter of Long Island was hired to provide a planning inventory for the area. This planning inventory was supplemented by other planning inventory work done by Greenhorne & O'Mara Inc. Planning Consultants for Wegman's enterprises, one of the principle landowners and interested developer. These studies were then given to our architectural firm, Barkstrom and La Croix Architects. We worked directly with the Northampton committee for the design process beginning January 1, 1979, and have designed the plans here enclosed. A long list of design objectives was drawn, but for the most part the objective was this: to design a town center (not a shopping center), that would solve present day requirements of business size and parking requirements, but would also provide housing, government and cultural facilities, churches, and office space in a contained area that would not contribute to America's malaise of continual commercial lineal expansion. Emphasis had to be placed on the pedestrian.



AMERICAN VILLAGE 1890

The American Village provided a physical bump on the agrarian landscape. It combined religious, governmental, commercial, and residential buildings in a complex social mix. The automobile's need for large parking lots in the Twentieth Century led to the development of Shopping Center separate from the village. Our goal for Northampton is to recombine the mix of uses and reinstate the development of the American Village.

EXISTING PARCELS



The existing land area for the Town Center Study is approximately six hundred and forty acres. It is intersected by Long Pond Road running in a North-South direction, and by Latta Road running in an East-West direction. There are two creeks within the study area; Larkin Creek which crosses the western third of the Southwest and Northwest quadrant, and Round Pond Creek which crosses the Southeast quadrant through Sawyer Park. Both creeks flow in a northerly direction.

The whole site slopes gently toward the North. The land formation has probably not changed very much since the recession of the last glaciers some ten to fifteen thousand years ago.

The soil is composed primarily of Appleton Loam, Hilton Loam, and Collamer Silt Loam. The soil material has a low porosity which is good for pond construction but requires the use of both sanitary and storm sewers for drainage. Bedrock usually occurs at greater than six foot depths; it has a moderately high bearing capacity for construction of footings and foundations.

The land is generally open with signs that most was tilled as farmland at some point in the past. Fields are grass covered with scrub weed materials. The Poplar tree growths indicate stages of early reforestation taking place. There are several hedgerows defined by deciduous trees in varying degrees of size and health. These hedgerow formations were influential in pedestrian trail locations and designs, and were also used for zoning separation.

There are two major sewers on the site, the North-South Interceptor in the South-West quadrant which runs North and West, and the Round Pond Truck Sewer in the South East quadrant which generally flows the path of Round Pond Creek. Sewers North of Latta Road are more difficult to implement than sewers South of Latta Road, and detailed study of the North quadrants would be necessary before development could occur.

A complete planning inventory was prepared by the Planning firm of McCrosky Reuter for the study area. This inventory was used throughout our design study.

LAND ACQUISITION

Before a village plan could be developed we had to make assumptions regarding land acquisitions. The central circular hub was not a part of the early design studies and was a later addition. It was agreed that to develop village densities, some land areas would have to be accummulated into large parcels so neighborhoods could be designed. The land areas were finally divided into various types of accummulations. We suggest the following types be considered:

1. *The central hub of the village is a singular parcel made of many separate owners parcels. Through appraisal and acquisition by fair market value based on the village master plan proposal, this property would likely have to come under the control of a singular developer or contingent group.*

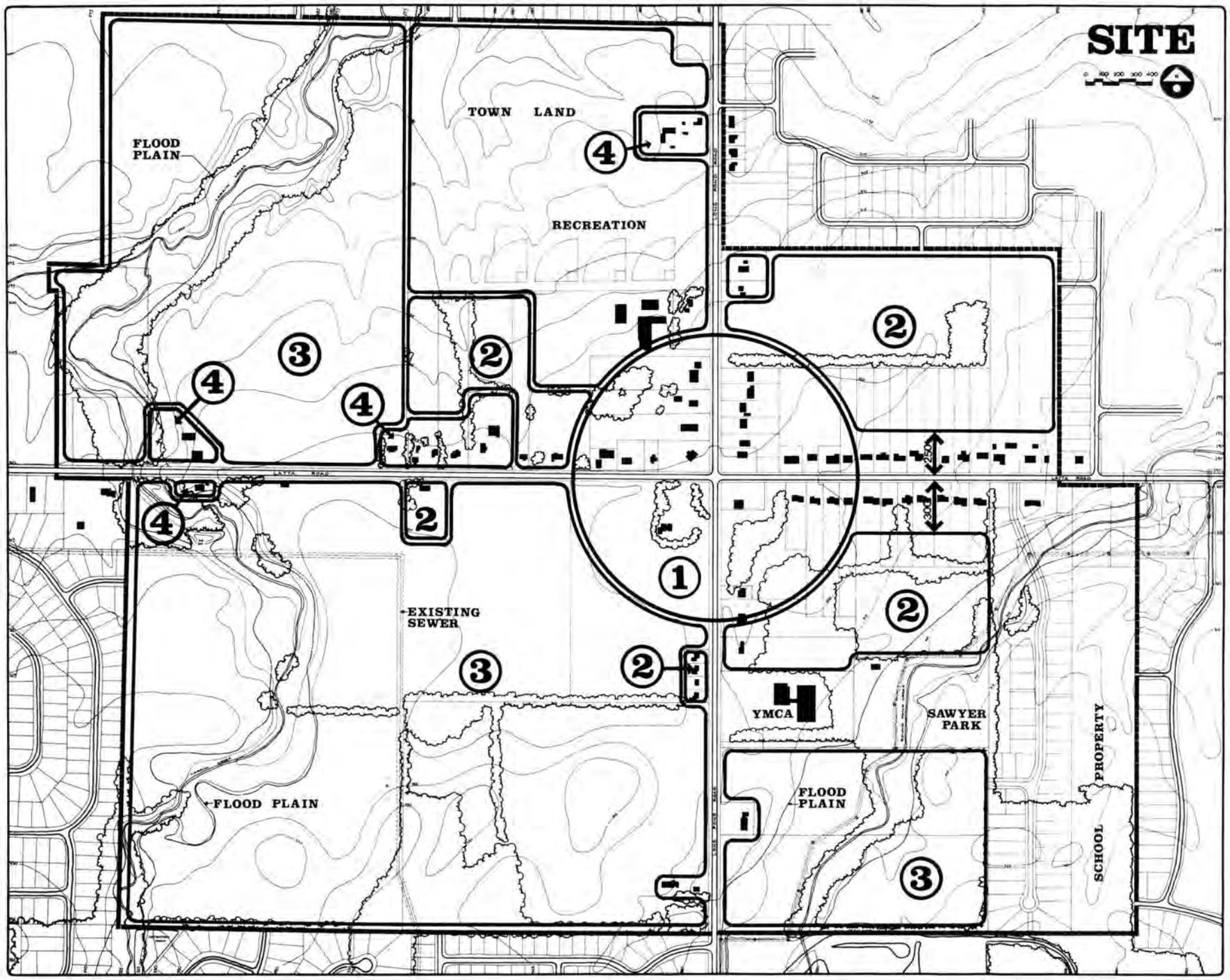
2. *Areas that are the back parcels of existing properties and are generally not developable or land-locked are accummulated by acquisition at apprasied fair market value and then sold to a single developer who would agree to follow the design system and who would accept control by architectural review.*

3. *Land that is in large parcels with one owner and require no accummulation would be controlled by the master plan and architectural review. Owners of these properties would have the option to develop according to the master plan or to sell.*

4. *The properties that remain become a part of the master plan.*

This study is one of basic and preliminary planning and therefore is not involved in the procedures and mechanics of zoning or implementation. Such steps are subsequent to acceptance of the general plan as here presented.

This map shows a plan of accumulation of properties. It relates to the concept plan as developed in this brochure. It is in no way final and presents only a philosophy of how accumulation might occur.



MASTER PLAN

The solution creates a forty acre town center as a hub, at the intersection this hub contains a highly diversified content of zoning. It contains commercial shops, major stores, government offices, theatre, library, village inn, condominiums, housing, offices, religious buildings, funeral home, transportation center, senior citizen housing, and police station. This is meant as a town center for cultural, civic and entertainment activities. It is not meant to compete directly with existing shopping centers; it is considerably smaller than most shopping centers. It is however, the location of that special place in town where everything seems to happen. Earth berms allow a continuous view of the project from the 1500 ft. rotary yet hide most of the automobile parking area. Since the parking rings the project as one large parking lot only a small amount of the 1500 car parking area can be seen from any one vantage point. The four surrounding quadrants are primarily residential and recreational. Each quadrant has a twelve month pedestrian route connecting the walker, jogger, and bicyclist with the town center through a pedestrian tunnel in the Clarence Stien tradition. (Clarence Stien was a well-known and highly respected city planning who was born in Rochester, N.Y. in 1883 and who is distinguished for his Radburn Design Concept of the 1930's.) Flood plains have become lineal parks and walkways have connected some of the quadrants in a lineal path through the town. All four quadrants are therefore connecting the residential areas to the town center. The southeast quadrant does this through an expanded version of the existing Sawyer Park.

The northeast and southwest quadrants group housing around new parkland that also serves to connect the flood plain areas to the town center connection. The large existing recreation area in the northwest quadrant could be expanded into the town garage area after that facility is moved to its new location just north of the recreation area.

A central transportation center has been located directly north of the senior citizen tower, in the central business hub. This will allow a park and ride bus loop for residents outside the village area, and will promote bus usage by the village residents who will never have to walk more than half a mile to the station. We propose the possibility of an inter-Greece bus loop that may someday connect the residents of Northampton to Greece-Town Mall and Long Ridge Mall, Braddocks Bay for boating and recreation, to Charlotte (just outside the town) and other areas of interest and recreation as proposed by the Greece residents. This would promote personal and national fuel conservation without depriving the Northampton and Greece residents from participating in life events to the fullest. Feature bus runs might include local high school athletic events. The town center becomes a center not only for activity within Northampton but as a dynamic force in the lives of all Greece residents.

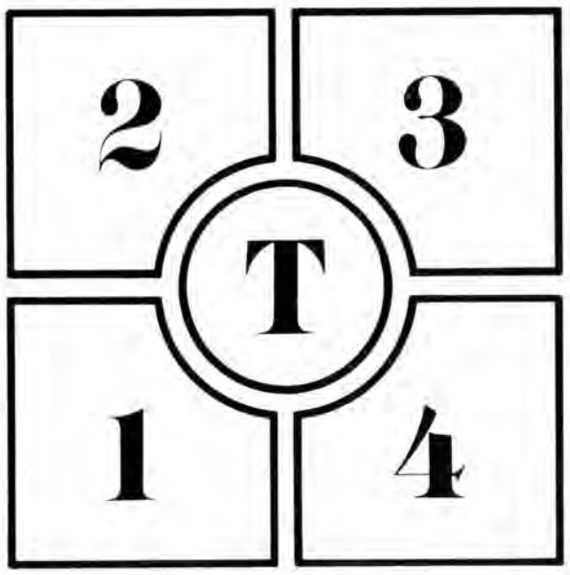
Throughout this study, we have used many graphics of children and nature. On page seven we show a drawing from a book of childrens poetry called "Cinnamon Seed", a drawing by Trina Hyman. To us it represents the timelessness of the human cycle, and of the new generations learning and becoming more aware of their surroundings. We have used this as a graphic theme because Northampton is designed for them. It is designed for the pedestrian, the jogger, the bicyclist and the gardener, but it is also designed for the children who are growing up in an America that does not build villages anymore.

Unfortunately today many developers have taken the commercial portions of our early villages and packaged them in shopping malls. Town halls and cultural facilities aren't at the end of a village square. In most cases they are separate, and forgotton from the commercial interest. Churches are separate too. We hope you will see Northampton as a child might see it. At first, as an infant in the private courtyard that accompanys the single family homes, and then as a pre-schooler in the common courtyards of neighborhoods, and later in the parks and recreational areas of the village, and still later, on a ten speed bicycle, fast, through the pedestrian bicycle ways, away from cars, down through the Clarence Stien type of pedestrian tunnel to the town center.

We have also graphically shown a subtheme of landscaping and gardening in this brochure. It is not the intention of this study to simply see how we can fill the land with buildings. Buildings are personal to the individual owners; but the spaces between the buildings become land that is common to all, and this land is what presents the spirit of a village. We have through this design, made the spirit intentionally natural, with a respect for the soil and what it can produce when properly cultivated. This theme occurs throughout the public and recreational spaces and carries through into the design of each and every individual home.

The next three pages indicate site zoning, the major vehicular travel, and the major pedestrian routes within Northampton.

It is designed for the pedestrian, the jogger, the bicyclist and the gardner, but it is also designed for the children who are growing up in an America that does not build Villages anymore.



The Design area can be divided into five section: The Town Center (T), and four quadrants, 1) SouthWest; 2) NorthWest; 3) NorthEast; and 4) SouthEast.

The pedestrian underpass shown above is located in Radburn , N.J. It was designed by Clarence Stien in 1929. It emphasized the separation of pedestrian and vehicular traffic.

It would be somewhat reckless to design the Town Center without studying the patterns of American growth during the Twentieth century. Town Centers were in the form of rural villages; small, isolated, and picturesque. They were at the center of rural life. They were, as we have previously described, visual bumps to an otherwise flat, agrarian landscape. They had a sense of history because they contained buildings of different ages and different architectural styles. The village was handsome, homey, diversified, urbane, dignified, stubborn, unyielding to change. After the First World War, the automobile was something many families could afford and it began to have an effect upon the village.

After World War II, the economy, the population and the number of cars grew and presented pressures to the Village. The Village pattern couldn't contain the increased number of cars. New marketing trends for larger and larger stores could not be accommodated by the older structures and outdated Village pattern.

And soon, a new, modern strip plaza was often constructed just down the street from the Villages. Instead of it becoming an extension of the Village, it was a separation. It was the new kid in town; accommodating, hip, garish, profane, immature, unsympathetic, successful. The Village couldn't compete commercially and a separation evolved that became an American pattern: the commercial shops were in the plazas, the government services and churches remained in the Village. Because it couldn't compete commercially, the Village deteriorated. The pattern can be seen in nearly every small Town of New York, New England and the East Coast.

If the first strip plaza was successful, its success encouraged a second and third plaza. With each new plaza being newer and larger than the first, the first plaza began to deteriorate along with the Village.

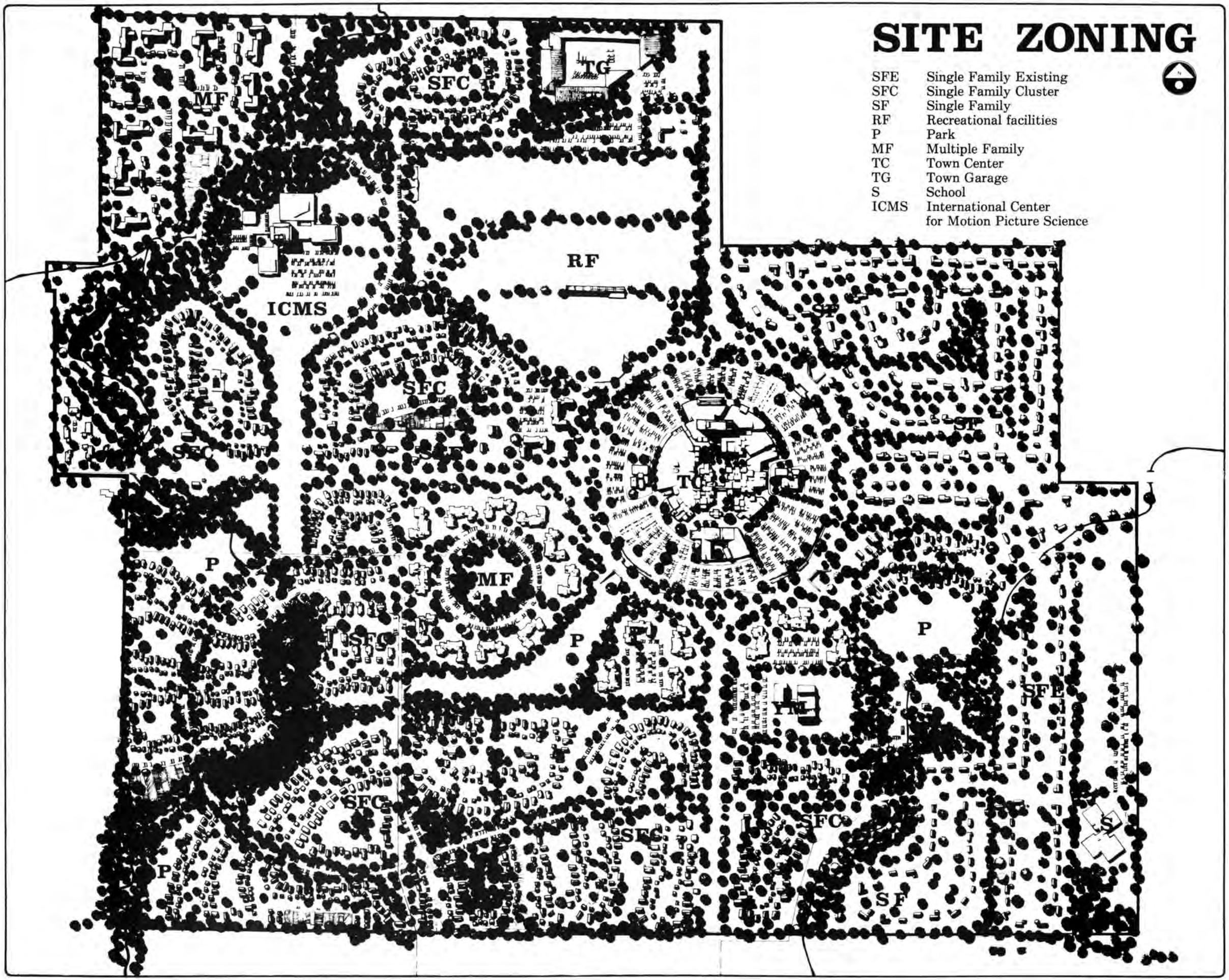
Northampton is designed to break the pattern. This can best be done when the design is started from scratch simply because existing Villages would tend to lose their charm when asked to meet contemporary marketing requirements and parking loads.

Many existing strip plazas are totally foreign to the past charm of the Village, and any attempt to soften them would simply be applied window dressing. We believe that just as the Town of Greece has taken the initiative for the design of Northampton communities in the future must attempt to guarantee their own design solidarity, not only through zoning techniques but by studying and controlling the marketing programs for their nieghborhoods. Northampton has a central circle which contains all zoning requiring major traffic and parking services; government, church, theater, library, senior citizens, restaurants, shops, markets, park and ride transportation and offices. We are proposing that long term zoning decisions be made that will essentially forbid any type of zoning other than residential zonings for most of the remainder of the Village area and for an additional area to be determined by the Town. The size of the area can be determined through marketing analysis. We are essentially saying we are guaranteeing marketing solidarity by making this Commercial-Cultural Center the heart of an established marketing district. It will remain healthy because it breaks the previous pattern of immediate outside competition. Because of this guarantee of the market, we feel the Town is then in a position to take part in the design of the Town Center. The final result is a process that involves both the Town and developers in partnership; one group whose interest is design excellence, the other whose interest is solidarity of the market. Together they can break the past development pattern of American Communities.

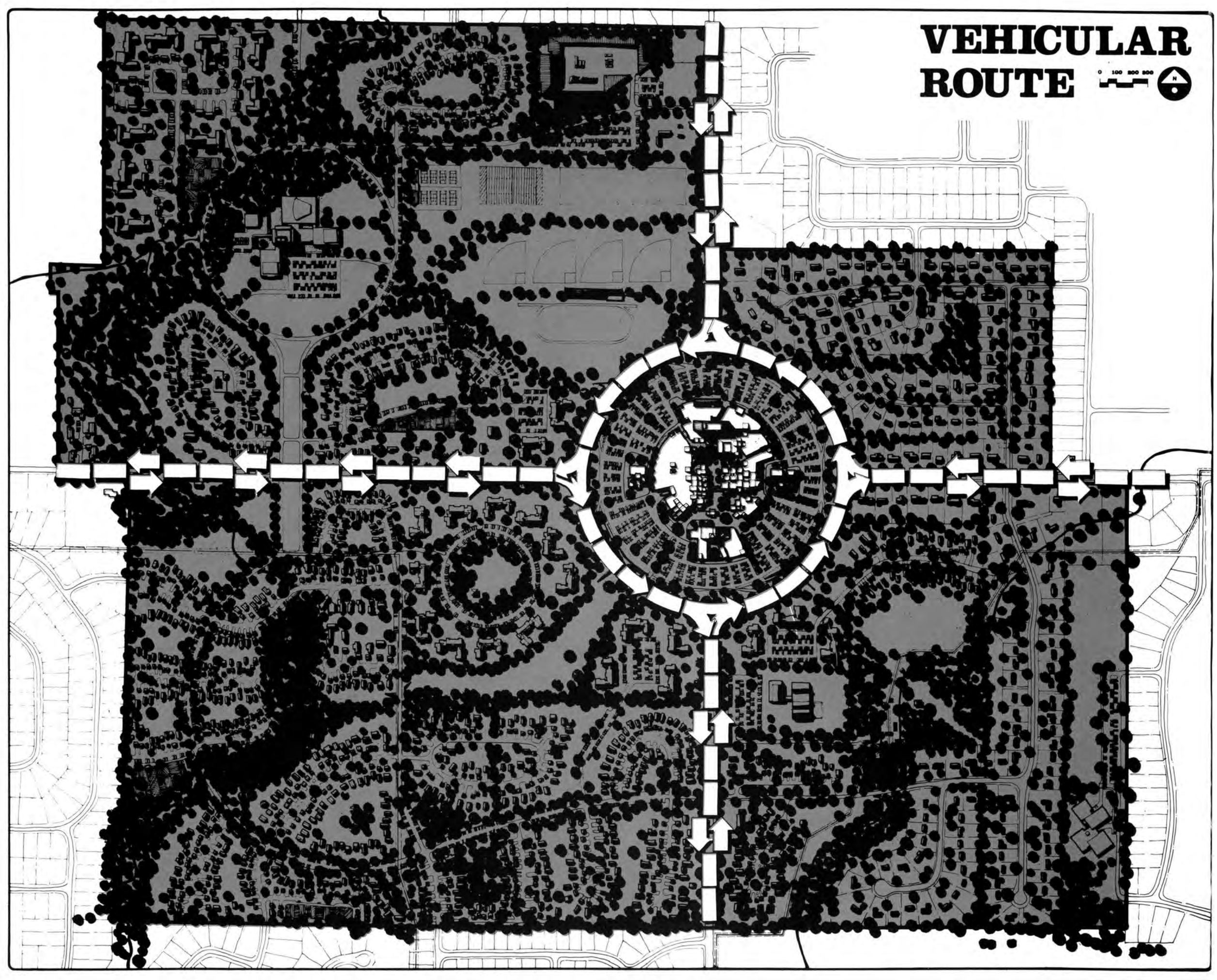
Not all old villages were well designed and not all new plazas are poorly designed. Certainly many existing villages could best be served by an urban renewal program that would remove many of the existing structures because of age and deterioration. We suggest the old villages maintained a *sense of community* that is not apparent in most commercial shopping plazas. It is this sense of community that is of particular importance to us in our design; the economic, social and zoning mechanisms that will help safeguard this community from future deterioration are of the greatest importance.

SITE ZONING

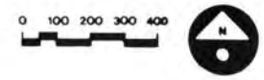
SFE	Single Family Existing
SFC	Single Family Cluster
SF	Single Family
RF	Recreational facilities
P	Park
MF	Multiple Family
TC	Town Center
TG	Town Garage
S	School
ICMS	International Center for Motion Picture Science



VEHICULAR ROUTE

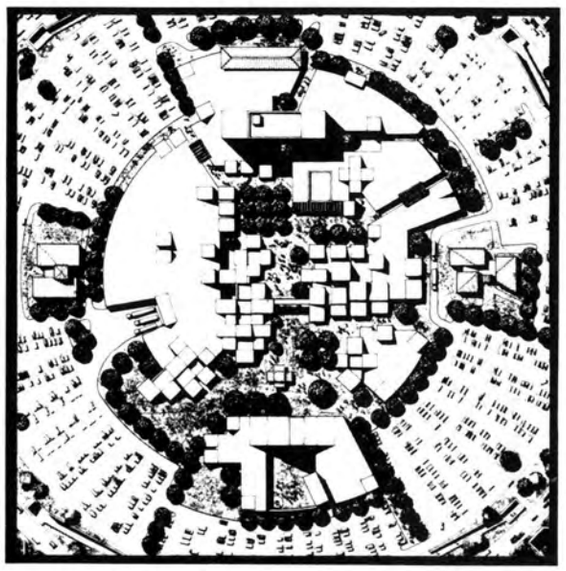


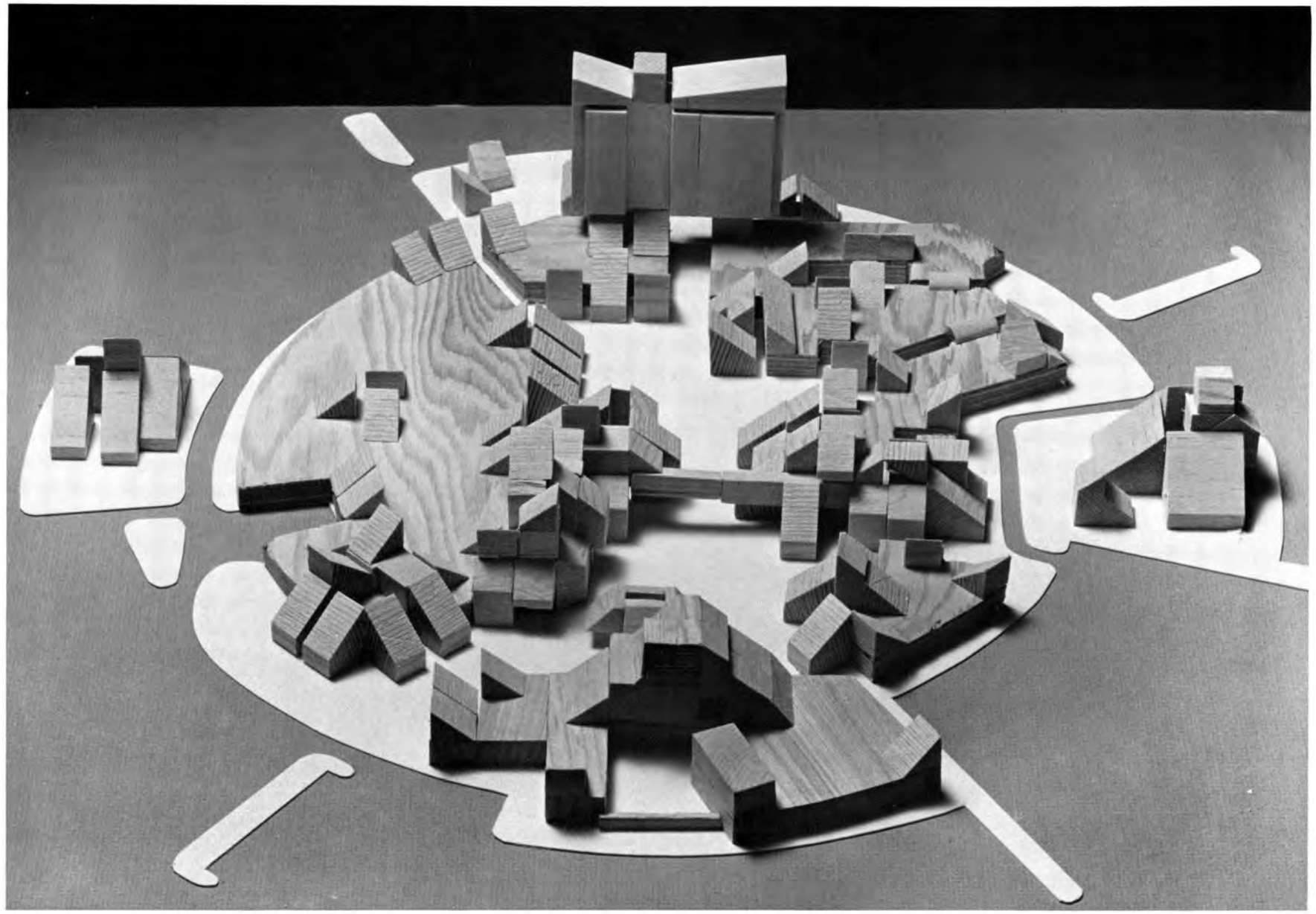
PEDESTRIAN BICYCLE ROUTE

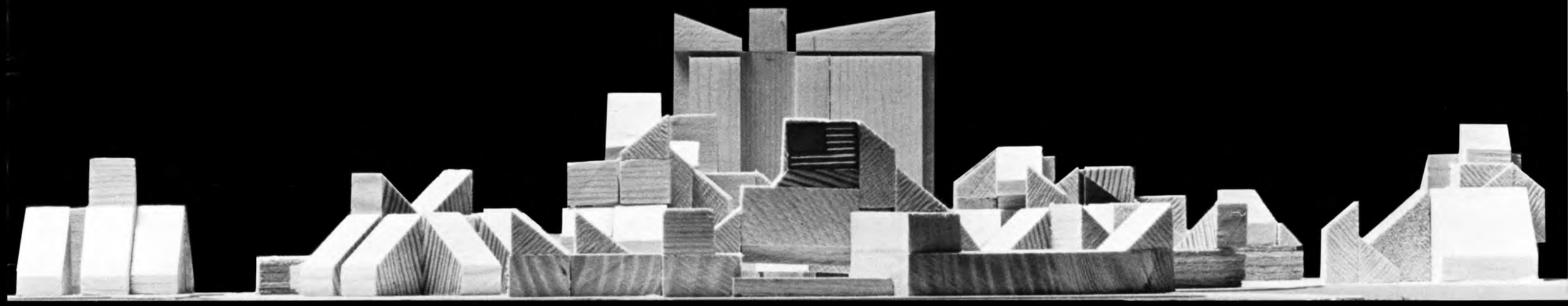


TOWN CENTER

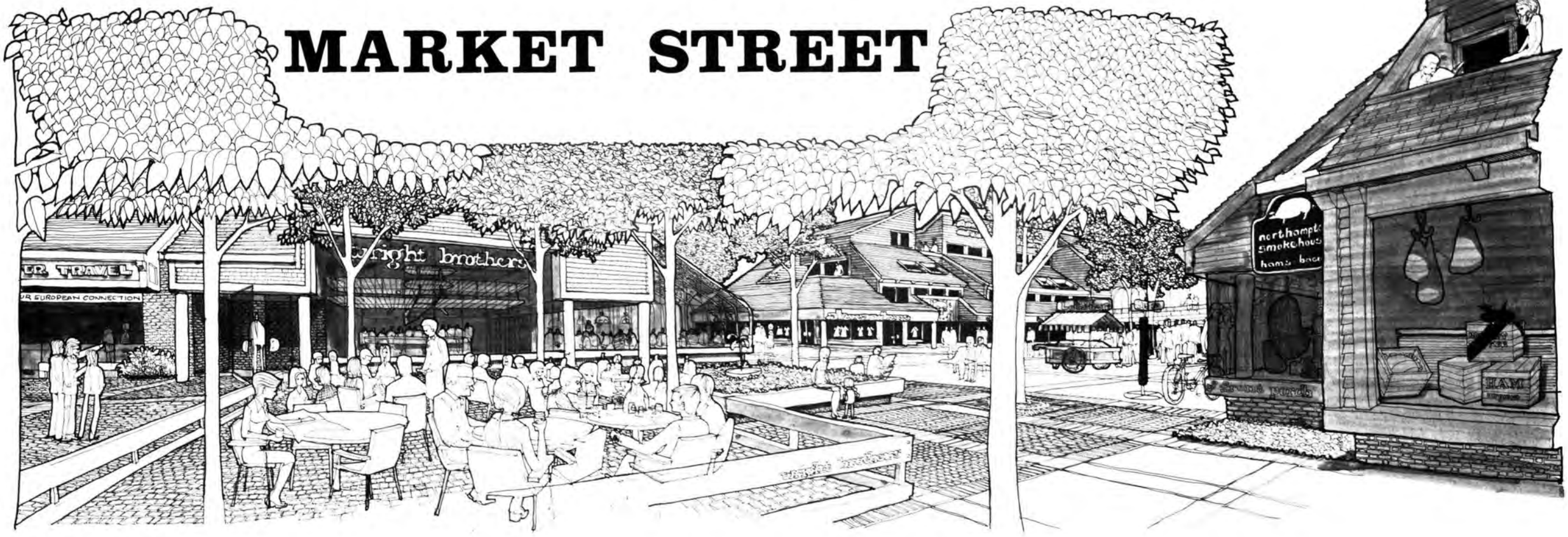
The town center includes many uses. The McCrosky Renter study and the Greenhorne-Omera Study indicated a need for roughly 200,000 square feet of commercial space, 76,000 square feet for office space, 25 acres for cultural and civic use and a separate listing for miscellaneous use. We have combined many uses into a concentrated hub of activity because we believe we can create a much more dynamic space by overlapping a variety of uses and because this was the original theme of the American Village. Therefore, within the Northampton Center, a little of everything occurs. There are distinctive shops and special places, and a major food market of 70,000 square feet. The two churches produce no parking requirements during the business week, but use parking area as an overlapping use on



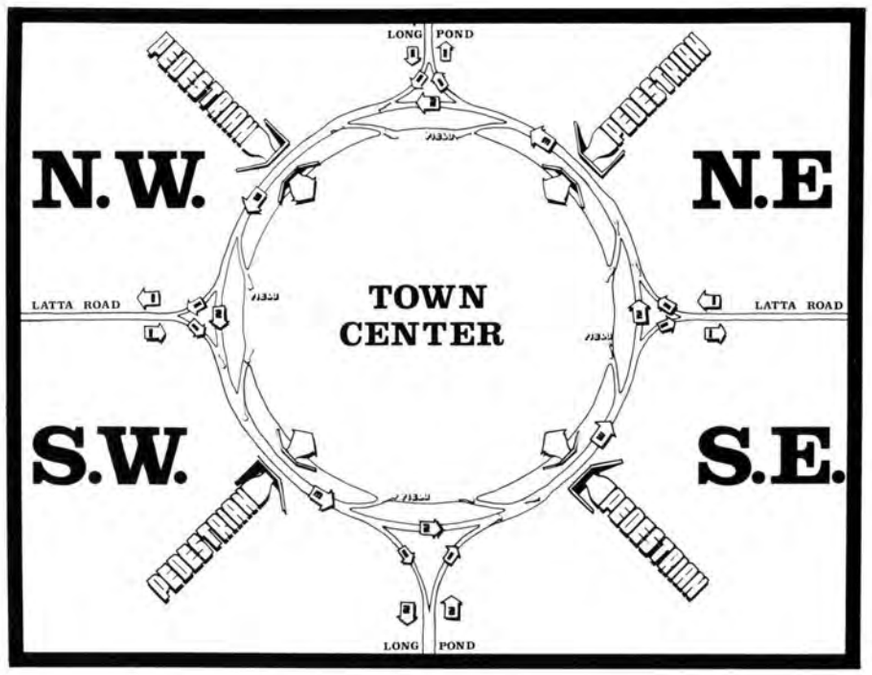


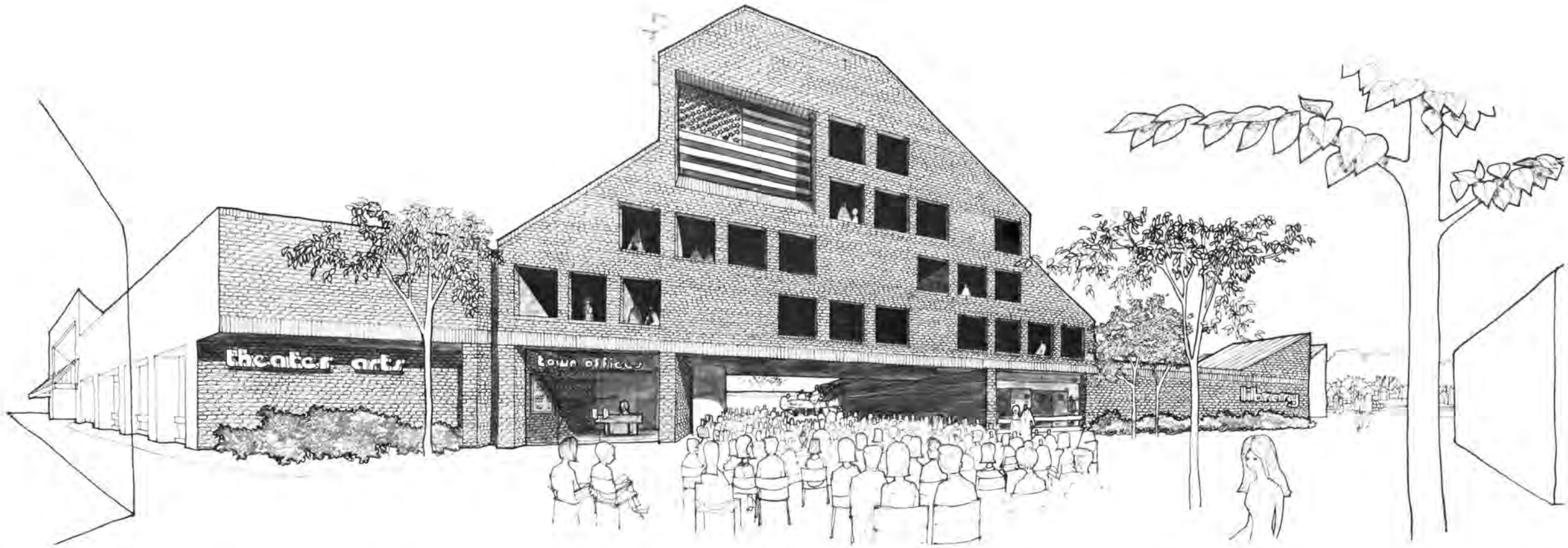


MARKET STREET



Above and left, two views of Market Street in sketch and model form. Below, the vehicular transportation system around the hub of the Town Center. The Town Center Circle is 1500 feet in diameter and allows a counter clockwise circular traffic motion.



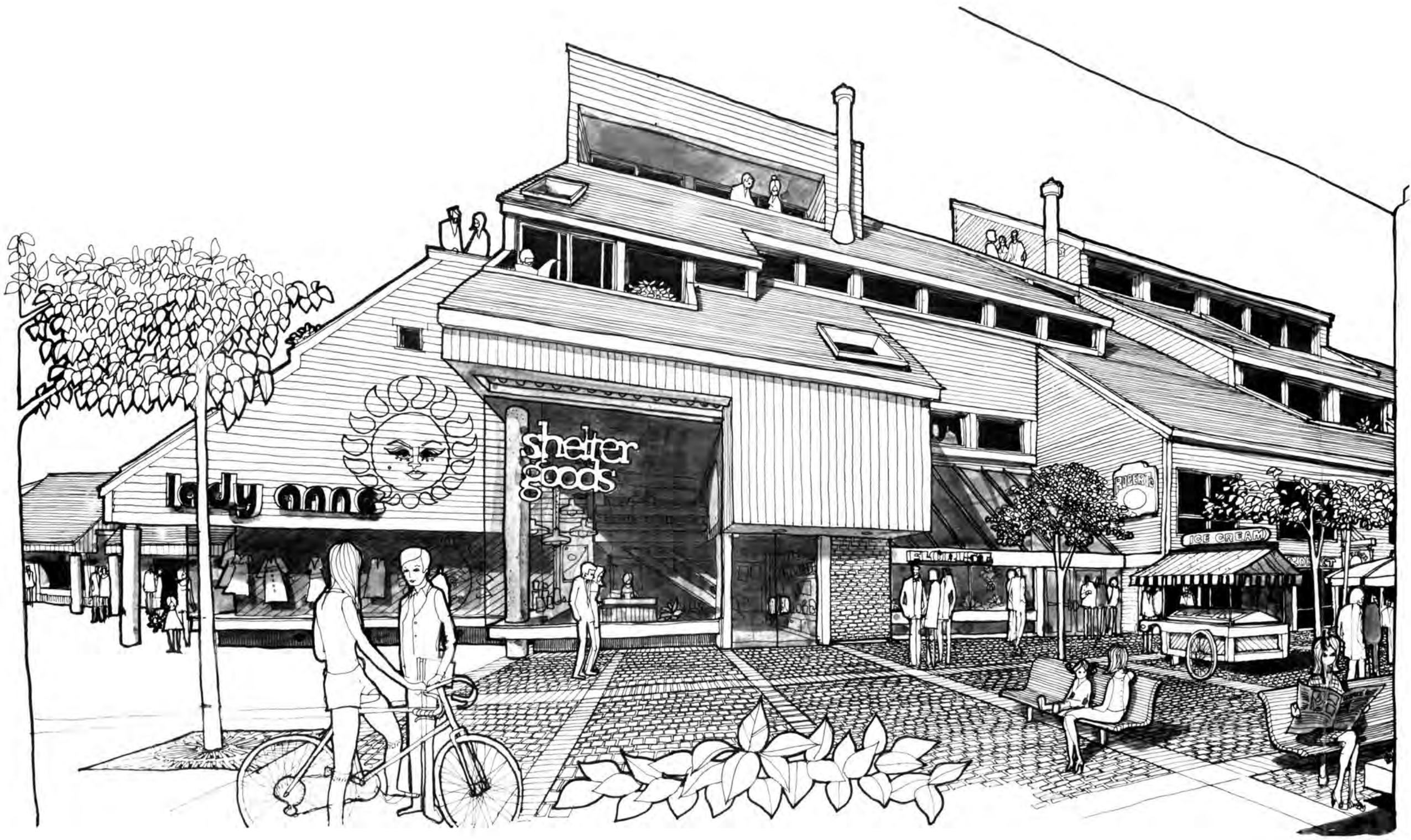


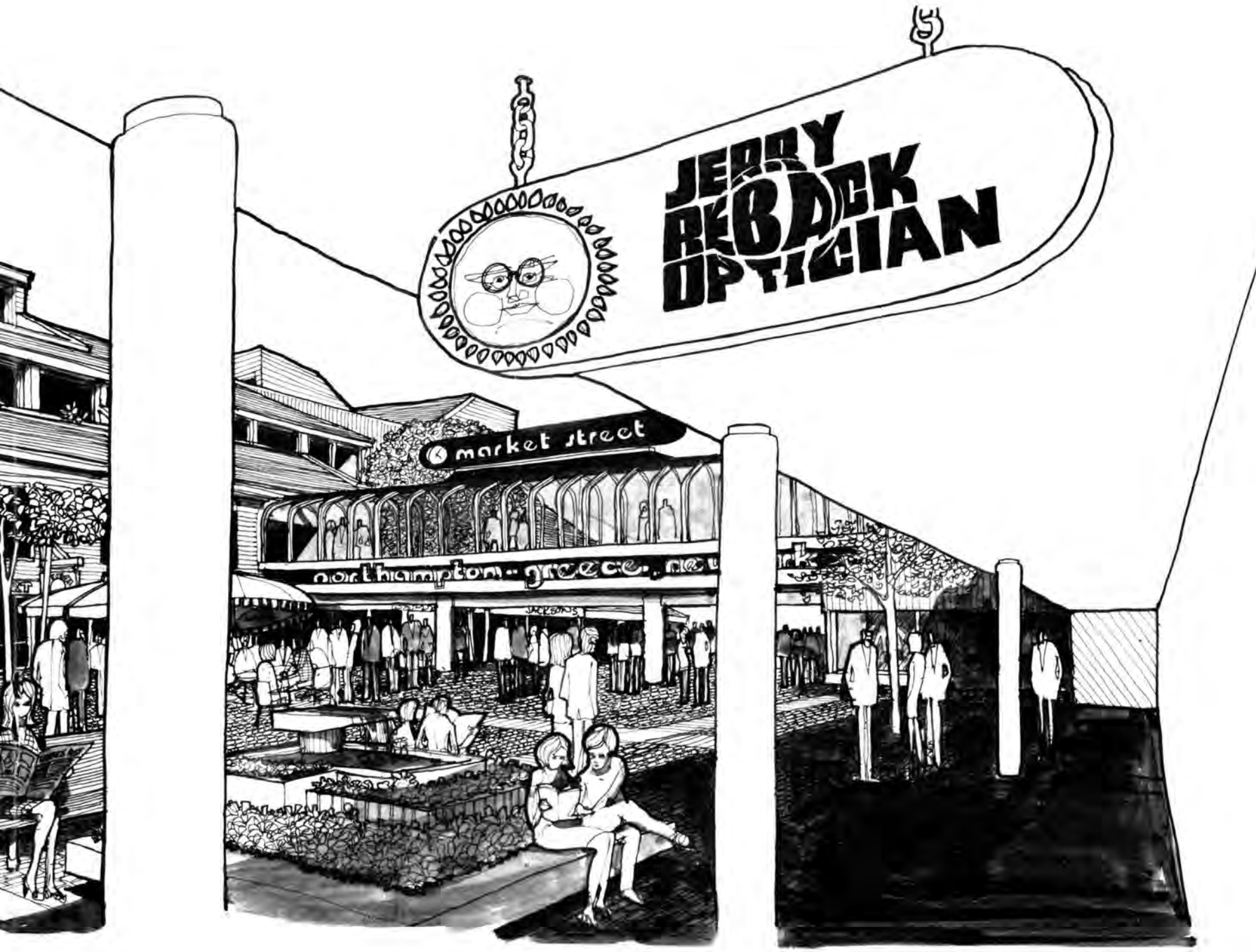
Sunday. Market Street, the central pedestrian avenue, provides continuous visual change from shop windows to residential and office balconies. The high vertical volumes of the urban setting provides that needed bump on the horizon that announces there is indeed a town center in Greece, New York. The center is designed so there is a significant focal point from each highway approaching the center. The sketch of Market Street is a design study looking at the Pedestrian Market Street from the northwest. The senior citizen tower is over your left shoulder with the bakery of Wegmans market behind the viewer, and therefore not seen in this sketch. Of the many shops visible the most noticable is the Wright Brothers Inn and its outside dining area. The Village Inn has held an historically significant position in American life. In the many places we visited during the study, each had its social meeting house. In Williamsburg, Virginia our town guide mentioned that the outlines of legislation for the colony were developed in the two houses of government of the Capitol Building and worked out in a connecting wing of common meeting ground. The real negotiating however often took place down the street at the Kings Arms Tavern over a mug of ale.

Sturbridge, Massachusetts, a village preserved in an 1840's setting of rural life, had its inn directly on the village green, simply called The Village Tavern. The town guide booklet states "The heart of an early New England town was usually its hospitable tavern".

We have maintained this tradition with the design of our village inn called "Wright Brothers". It is located on Market Street, offering a variety of spaces inside and out. It is a place to meet your neighbor, discuss the world situation, and talk politics and baseball. We have displayed an accurate replica of the Wright Brothers flyer used on their first historic flight. Hanging over the bar, suspended above the chatter and clinking glasses, it conjures up images of days past.

The sketch shown above is the south wall of the Market Street Pedestrian Square and is formed by the town public buildings. It forms a compliment to the slab like wall at the north formed by the senior citizens housing tower. The public buildings include the town offices, theater and theater foyer art gallery, and branch public library. The buildings are shaped to form a protected courtyard for outdoor musical arts, as either a contained space for small functions or opening to the length of Market Street for special occasions. The height of the town office building supports the urban flavor of the town center and adds to the visual height of the project. The flag shown on this elevation is spot-lit by a special lense that lights only the flag. A slightly larger flag occurs on the opposite side and that flag can be seen a great distance because Long Pond Road is a straight line heading directly at the town office building. In the sketch shown, the canvas canopy, shown in the model has been removed for the concert. For special occasions, the wall of the theatre stage can be opened so the theatre seats face the same exterior stage area. For these exterior presentations, the senior residents of the village could be offered the more comfortable seating of the theater.


lady anne
shelter goods
ROBERT'S
ICE CREAM



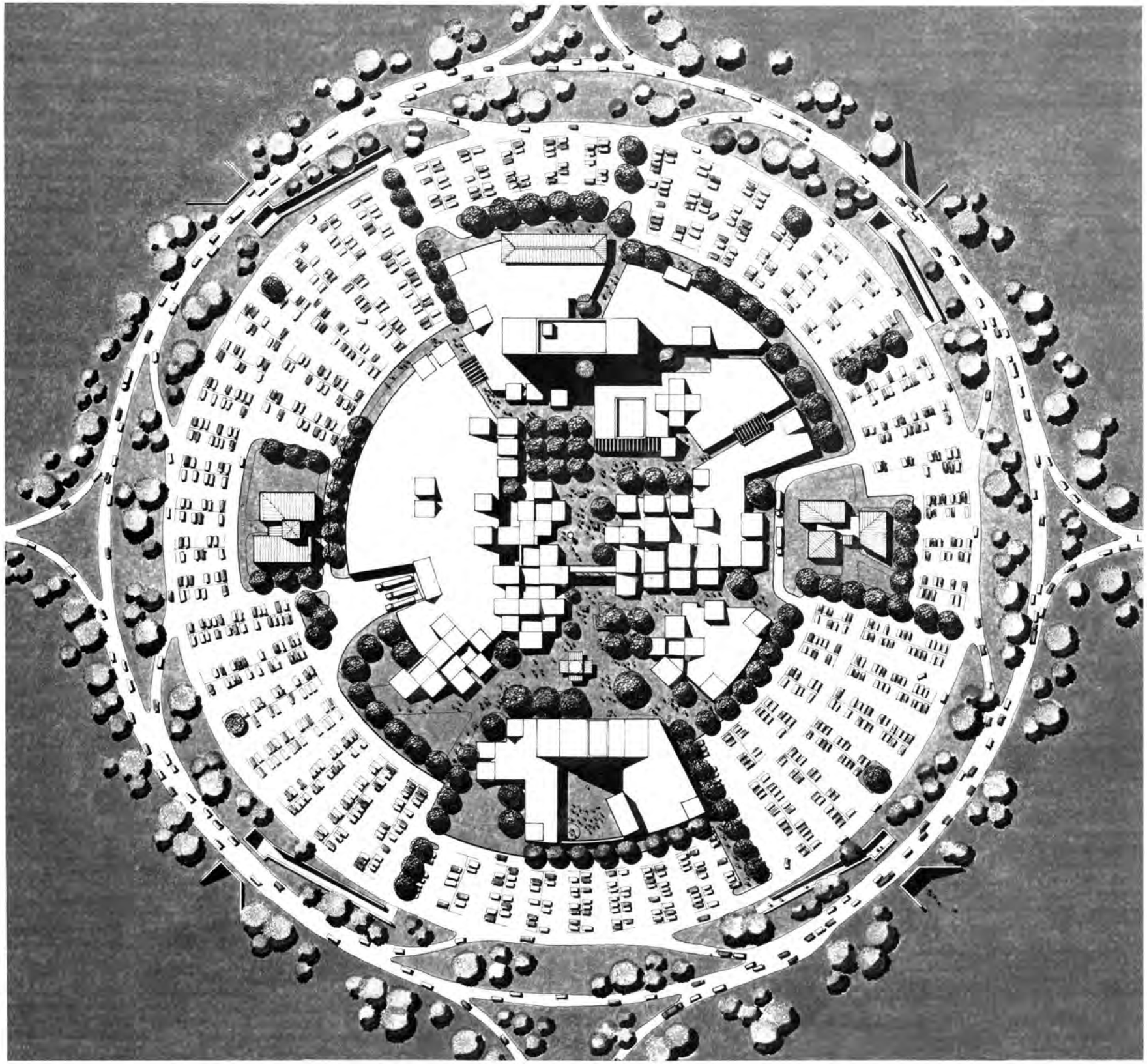
This sketch is a view of the Market Street Pedestrian Street as seen from the South East. The Cultural Center is toward the left, just out of sight. The main level includes a collection of interesting shops. The upper levels of the west side of Market Street include Condominium loft housing. This housing will create an urban setting for the Center and along with the Senior Citizens toward the North, will provide people, lights, action and interest even after the shops are closed. It underscores the fact that Northampton is a Community, not a plaza. The balcony details shown here relate to similar details on the west side buildings, where the upper floors are primarily offices, and to details of apartment and single family homes in the four quadrants. This similarity of material and detail will provide a Village fabric that will tie the Town Center and the quadrants together. Although appearing natural and rustic in appearance, these buildings are constructed with fire proof materials and are sprinklered to meet strict building codes.

We have shown some of the shops as greenhouse spaces, others as two story lofts. The shops and their graphics would be carefully orchestrated to provide tasteful graphic interest and design continuity throughout Market Street.

The Glass enclosed bridge connects the condominiums seen in the sketch with the offices which are on the upper floors of the shops on the right hand side of the street.

A Saturday morning Farmers Market, occasional band performances, ice cream and hot dog kiosks, benches, people, fountains and landscape add to the color of the pedestrian street.

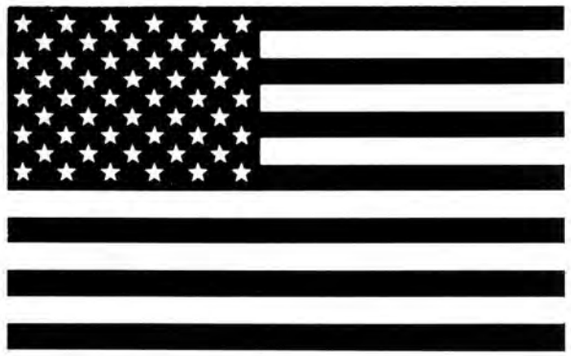
Shelter Goods graphic and Jerry Reback graphic selected for graphic excellence, used by merchants permission.



TOWN CENTER PLAN

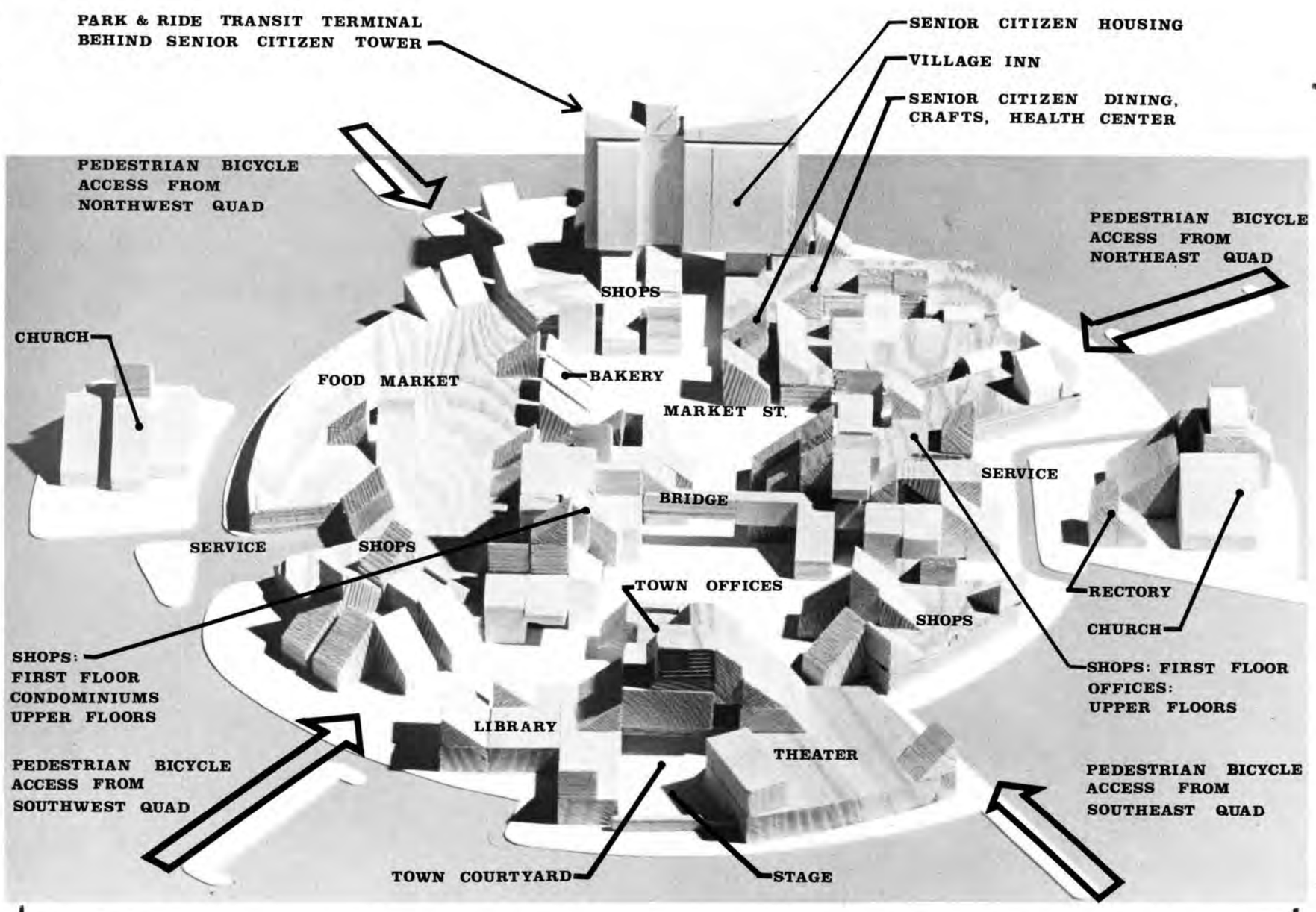
What would life be like in the hub of the town center? Perhaps if we viewed the town center through the eyes of a fictional family, living within the hub, we could get a feeling for the life style that may occur within the hub of Northampton.

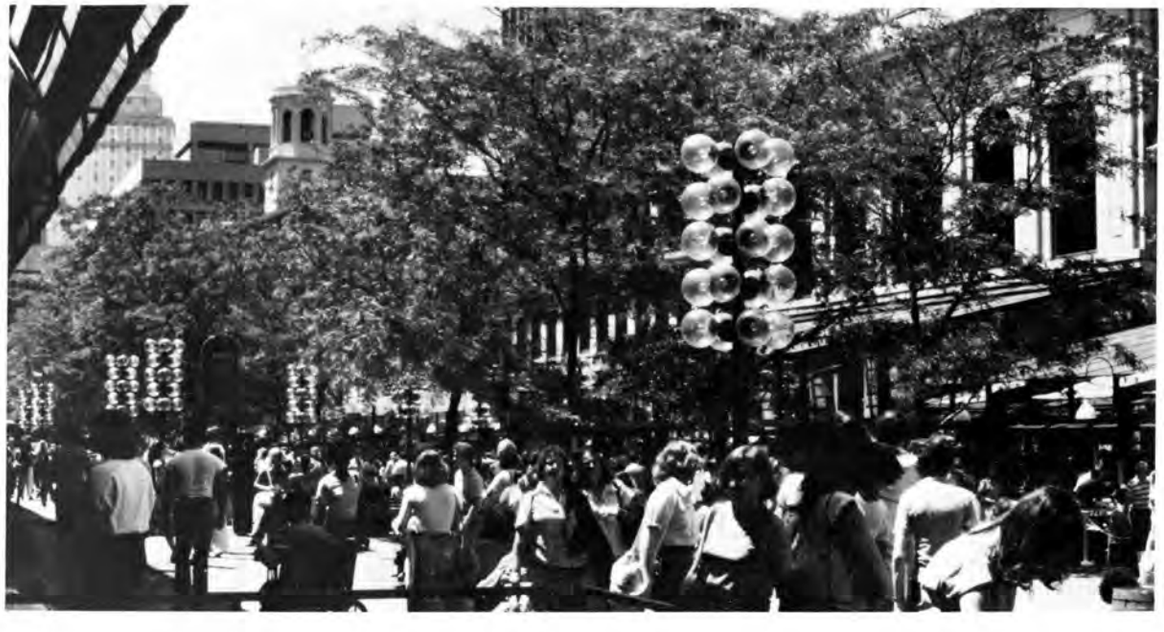
The Robertsons had lived in a town south east of Rochester for fifteen years prior to moving to their fourth floor condominium within the central hub of Northampton. Their large split level home and acre and a half of land proved too time consuming for their present life style. George Robertson, an administrator for a local industry, liked the location. His wife Ann thought she might like the change of life style Northampton offered. Their children were married so they found they needed very little space once they sold many of their belongings. There was no longer a need for the lawn mower and snow blower and once they trimmed back on their belongings they found they fit nicely into a compactly designed condominium. Their living room opened to an outside deck that overlooked Market Street. The pedestrian street had no automobile fumes, just trees and shops and people. George found he didn't have to drive the car much anymore because he could catch an early bus from the park and ride. First came the elevator ride from the fourth floor, then a stop off for the morning paper at the drug store, and a walk through Market Street itself. The shops weren't open yet, but the bakery of Wegmans was business as usual, and on Market Street there was a coffee counter for doughnuts and coffee, something new to Wegmans. Then outside again, many friends were having breakfast in the greenhouse of Wright Brothers. Then off to catch the bus just in front of the senior citizens building. During the day Ann had shopped for some needed items and took care of travel arrangements at a local travel dealer. Traveling was much easier now; a neighbor would watch their condominium and there was no lawn to worry about. At 5 P.M. George met Ann at Wright Brothers for a cocktail under the trees. Market Street was filling up with people now. They moved into the bar, under the replica of the flier and many of the neighbors and Greece residents were discussing the world situation while others were concentrating on a competitive game of darts, a part of an ongoing continuous competition between devote followers.



A dixie land band could be heard up the street as they came out from Wright Brothers; it was a twice weekly and Saturday night occurrance that some band or other would be playing in good weather on Market Street. They like the happenings that occurred at the hub, like the Greece Cadets occasionally practicing in the parking area, or the Greece theater groups presentations in the civic theater, or the orchestra concerts on weekends, or the school bands. They also liked the little things of the place, like the Saturday morning farmers market, or just being able to amble down to a town meeting and listen for a while, or the branch library to read or see a local movie. The fact that their doctor, lawyer, and dentist were just across the way in the office half of the building made things very convenient too, especially because they could cross the glass bridge on wet or cold days so it was just like staying in the same building.

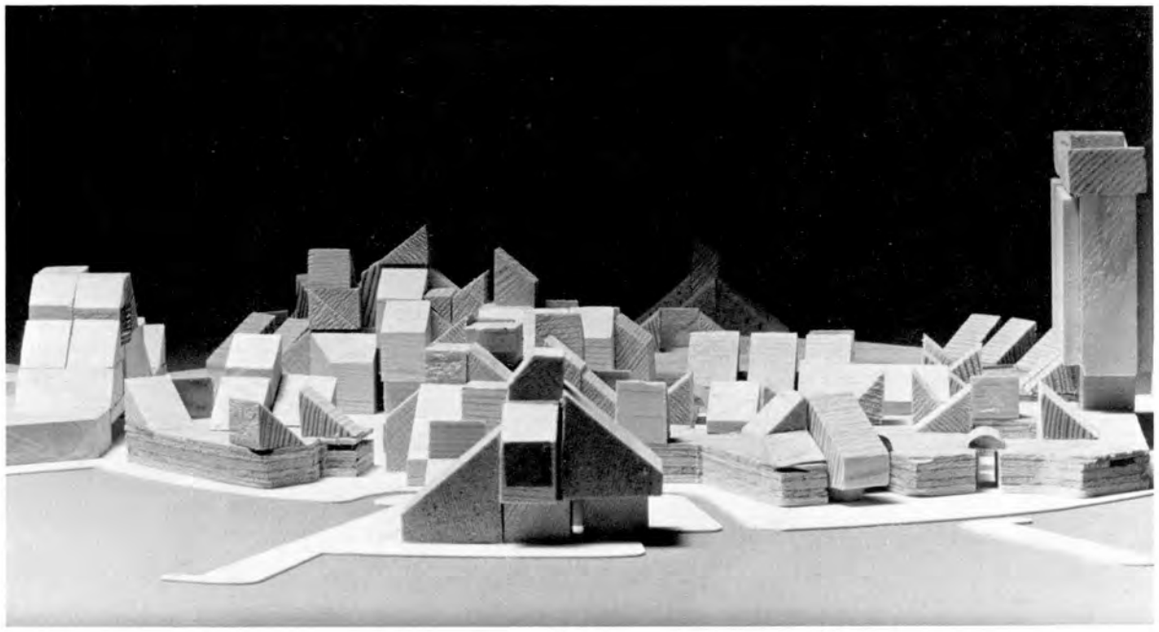
Another nice feature was the fact that there were rooms at the inn for their visiting family. This allowed them the compactness of the condominium but they could still have their guests and family visit. And when the grandchildren were visiting they took a long time trying to decide whether they wanted to take a walk to the southwest quadrants pond to sail a model boat, the southeast quadrant to play in Sawyer Park or swim at the YMCA, or to the northwest quadrant to see a ball game. After leaving Wright Brothers, George and Ann took a walk to Sawyer Park. When they returned it was almost dark. With the shops lit and the park-like atmosphere of Market Street, and the band now gone, the only sound they heard was the water from a nearby fountain. Down the street the flag was still lit, and the red, white and blue colors seemed to float above Market Street.



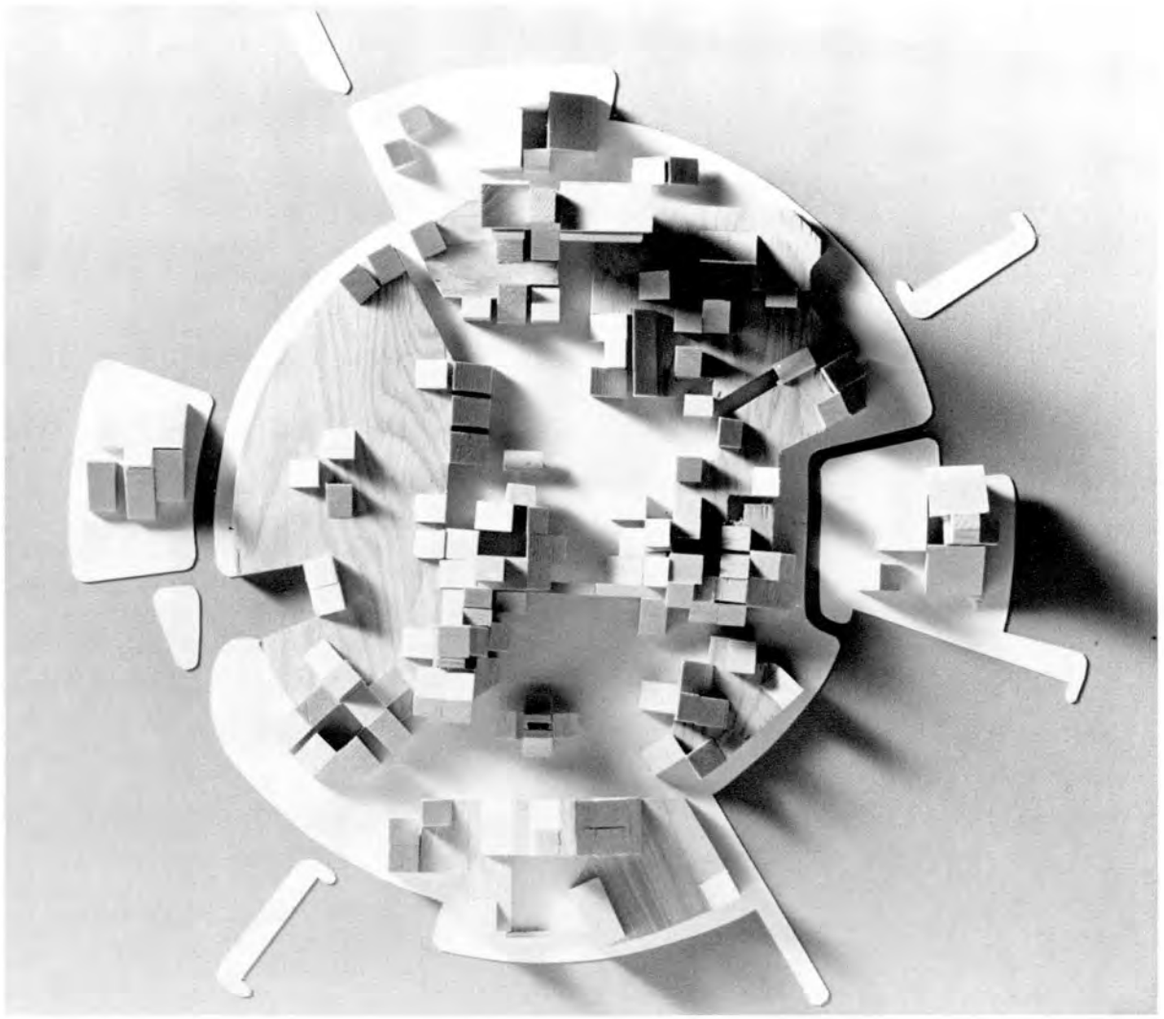


They took the elevator to the fourth floor and soon were home again. One last look over the railing of the porch to check the street below. Tomorrow is Saturday and George knew he had to catch the early bus to Braddocks for a day of fishing. He closed the sliding door and latched it. Condominium life was beginning to agree with him, maybe with any of us.

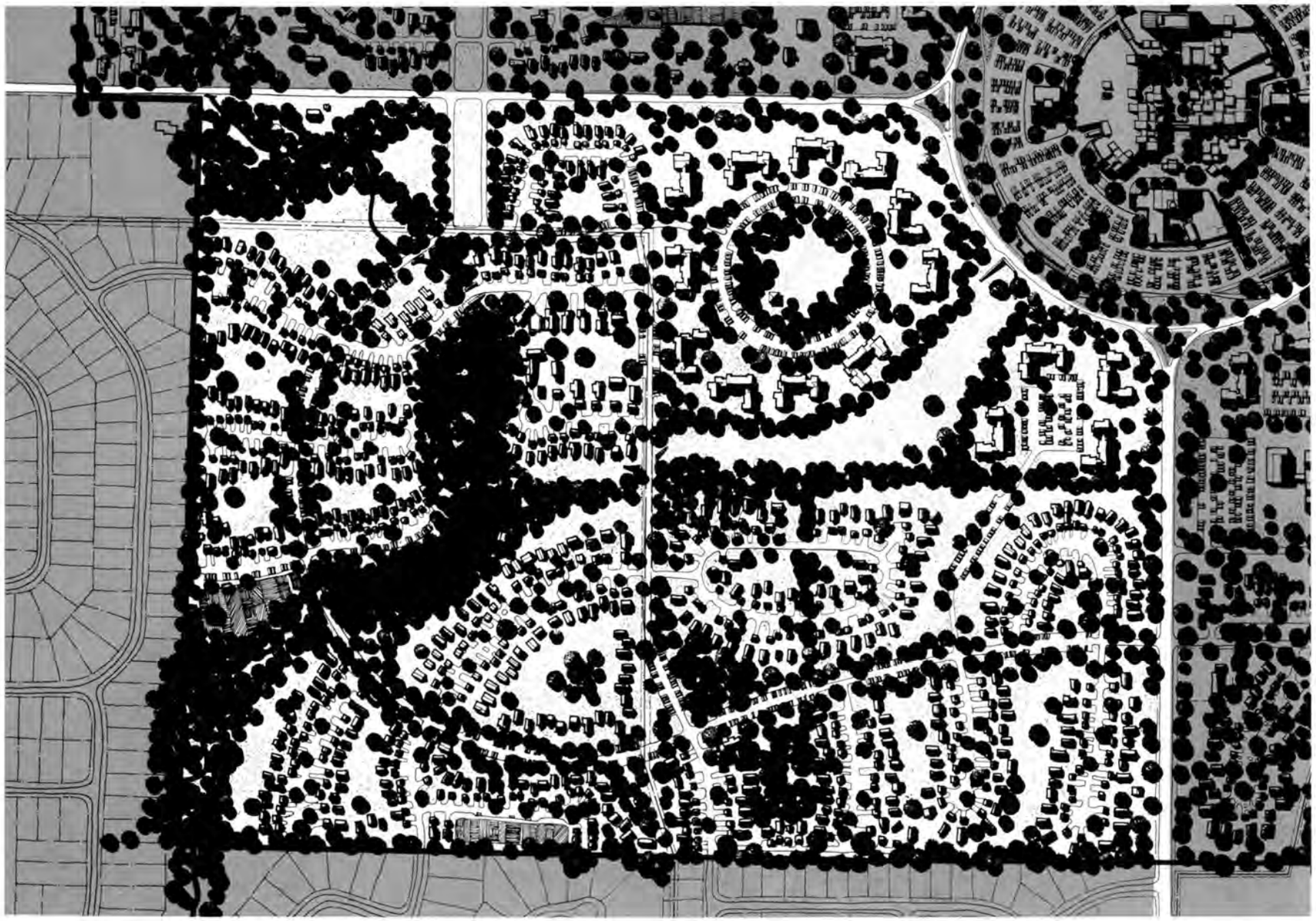
Quincy Market in Boston, Massachusetts is an exciting urban space. The view at left is similar in appearance to our pedestrian Market Street.



This wood block model was built to study the massing characteristics, pedestrian paths, focal points and general scale of the Town Center. The roof forms are not accurate, and for this early phase of study, only indicate a general massing for the Center. At right, more views of Quincy Market.



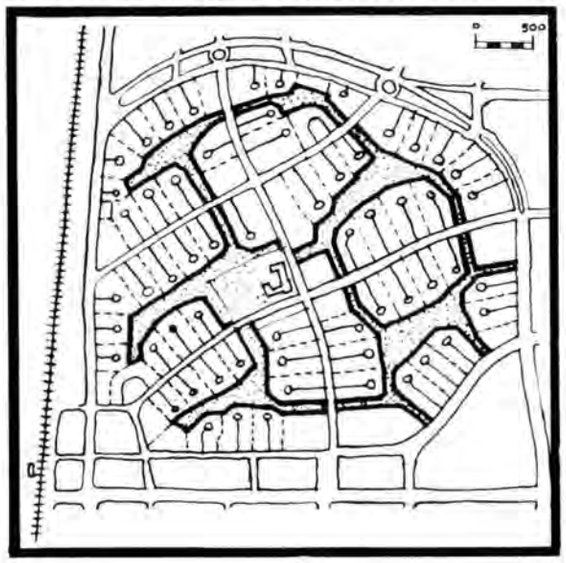
SOUTH WEST 1

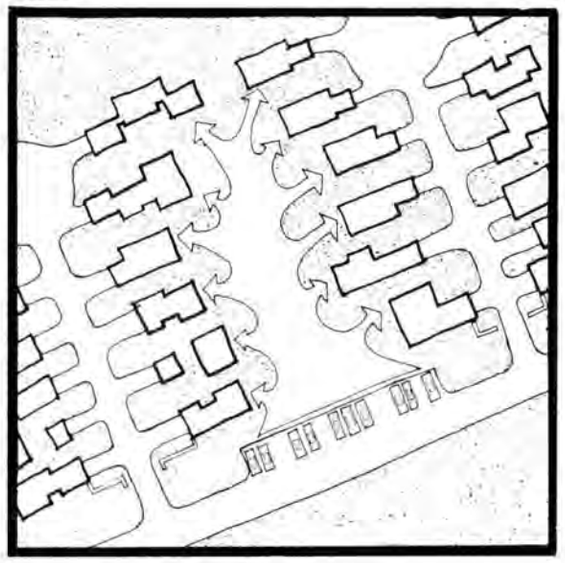


The southwest quadrant is large and fairly open, with very few existing homes and just a few land owners holding large areas of land. The natural features of treed hedge rows and of Larkin Creek provided the beginnings of the design for this quadrant. The pedestrian-bicycle routes formed the pattern of design and the fact that we wanted a road system that would circulate within each quadrant and also connect one quadrant to the next, provided the major vehicular circulation patterns. Since this interior road system would be a busy road, we kept it as far from the center hub as possible to allow the greatest number of people a pedestrian connection to the hub without having to cross the major road. Ponds were

Below left, the Radburn plan as designed in 1929 by Clarence Stien. Each line and circle represents a secondary road and cul-de-sac. The enclosed dotted area is common pedestrian park. Below right, the Northampton system can be characterized by similar details except instead of having guests approach the homes by automobiles, we are proposing they park in a common parking area and approach the homes through a common court yard. The court yard entrance becomes a scene of front porches, large windows, grand entrances, fences, gates, and landscaping. Above, is a characterization of how a simple Northampton home might appear to an approaching guest.

Since all the homes of this cluster face the same courtyard a close neighborhood is formed for common purposes, protection and convenience.

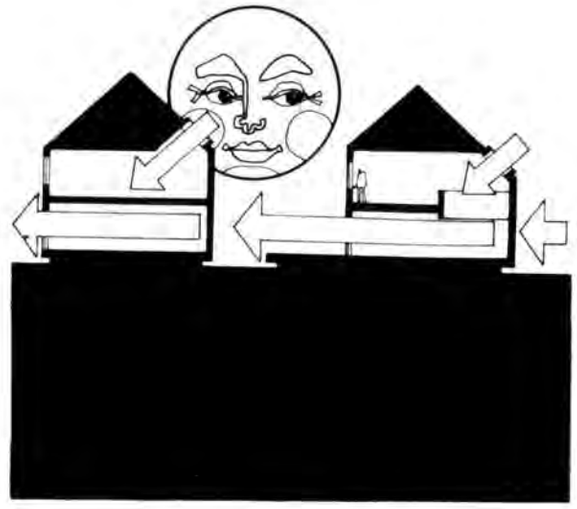




developed for recreation purposes; carved out of flood plain areas. This allowed land filling some sections of the flood plain for building purposes because the ponds could accommodate the increased water volume caused by the land filled flood plains.

We did not feel the suburban tract housing scale of homes being built throughout the town at present should be the major housing type used in the new town center. In the drawing entitled "Master Plan", two story houses of vertical village scale are diagrammatically presented and have been clustered so open landscape and vistas can be retained. There is a vehicular corridor connecting to the attached or detached garages for the single family homes, but this is generally pinched off at the road and is encouraged for residents use only. Guests are asked to park at the road and approach the homes through the landscaped foreground courtyards. This is a significant change for the future housing market.

Through sketches we are presenting a detailed example of clustered single family housing. It is unlike traditional single family housing which places homes adjacent to each other facing the major street. As building costs increase and our nations inflationary trend continues, we believe homes will become smaller and tighter in design. We have found that even though the home size decreases, the demand for a two car attached garage still remains. As marketable building size decreases and the lot sizes decrease, proportionally the garage becomes larger and larger. The garage will become the dominant feature of these future homes, simply on a basis of economic trends. We are proposing homes with attached garages as the home market demands, however we are not lining up the homes along the face of the street. Most garages are located off an automobile corridor, that is common to many individual homes. The front of the house faces a central courtyard or an area of common foreground which occurs off a major street or faces a major pedestrial way. The auto corridor is pinched off at the street with a "residents only" restriction. In bad weather we expect guests will park at the garage of the home of their host, but for all other times we are encouraging them to park in the front courtyard parking area. The guest approaches the home they are visiting through a common landscaped



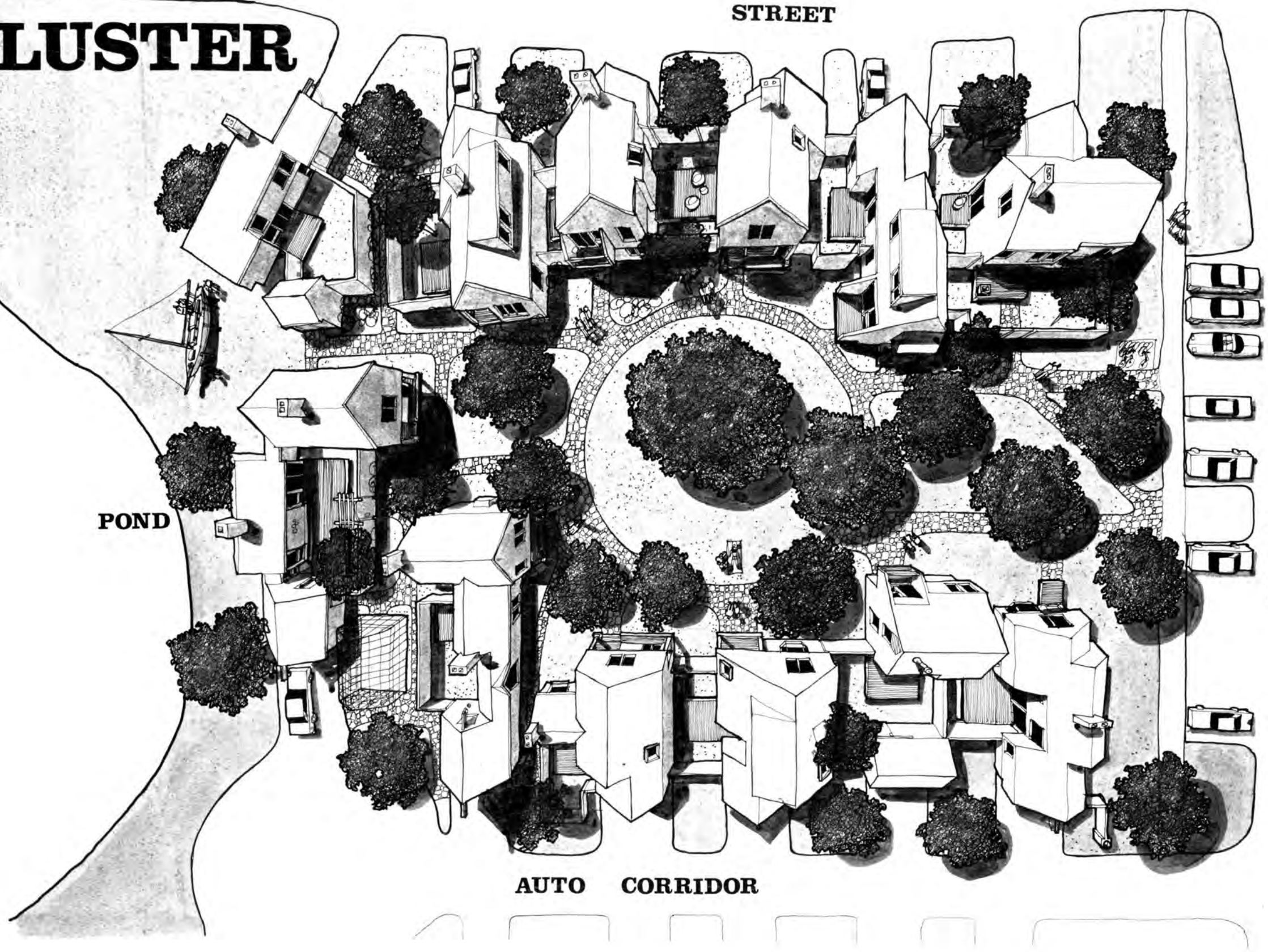
courtyard. Homes are simple and similar in material and detail yet each has its own design and characteristics. Door and window trim is different or stained differently, each home is of a different design. As a group, the neighbors in this cluster built quarter board signs with their names carved in relief; the boards attached to fascia trim or hung on chains.

Each home has a dominant and recessive side. The dominant side faces a private courtyard which is defined by a seven foot fence at each end and by the recessive side of the neighbors home. The recessive side allows daylight through stain glass windows and skylights but does not allow for transparent windows. Each home is built on a parcel of land that is defined by the road at one end and the sidewalk edges at the other. The side property lines are defined as being twelve inches off the recessive wall of each house. The central courtyard and other common lands are held collectively through condominium law resolutions. This cluster group also has a greenhouse common to all.

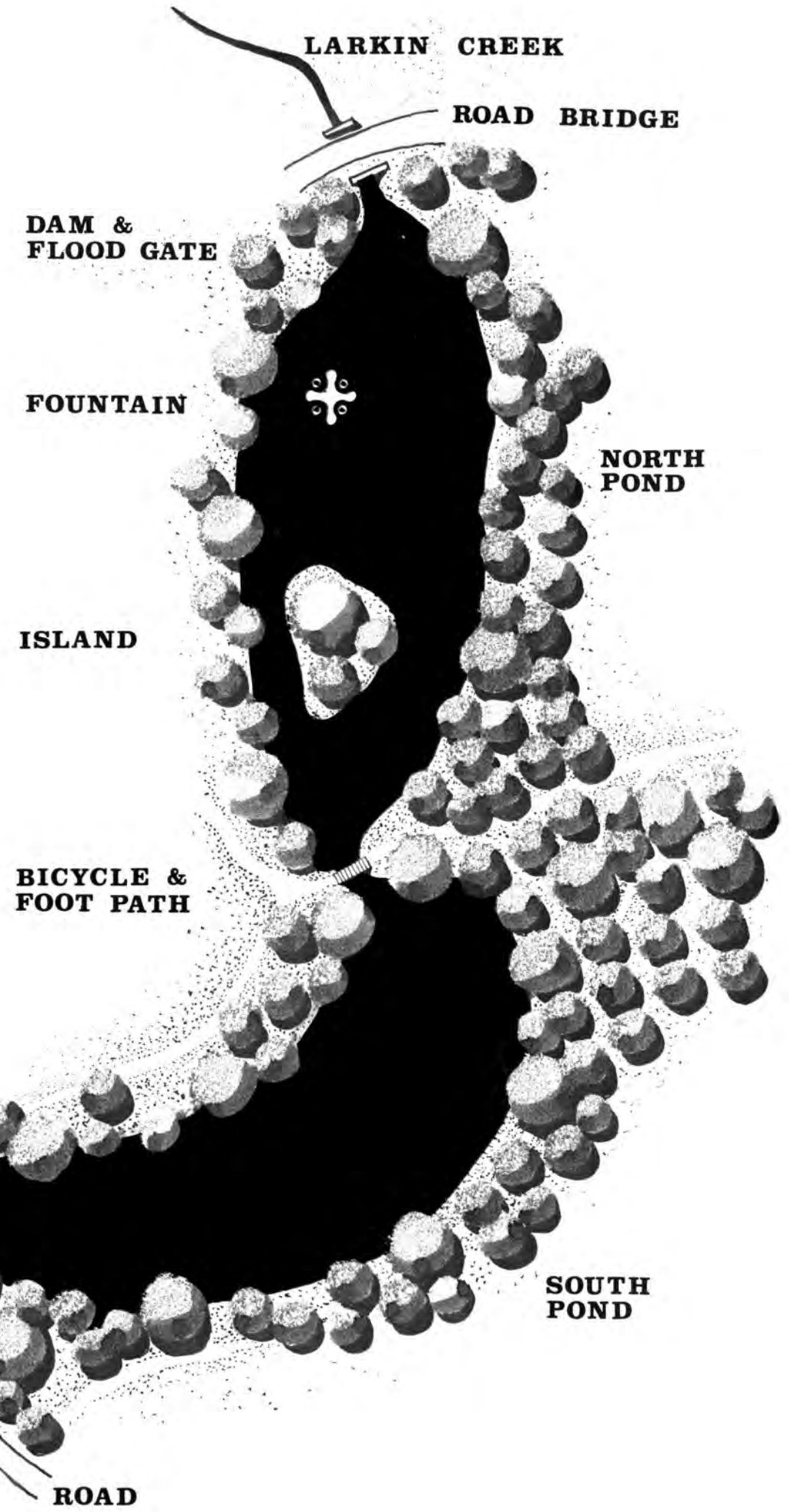
In the upper left hand corner, adjacent to the last home is a small shed. It contains common gardening tools and snowblower.

This proposed cluster is preliminary, we propose this scale of housing as economically realistic for future building trends. Ours is a proposal of simple contemporary homes featuring front porches, interesting windows and entries, decks, flags, fences and landscape.

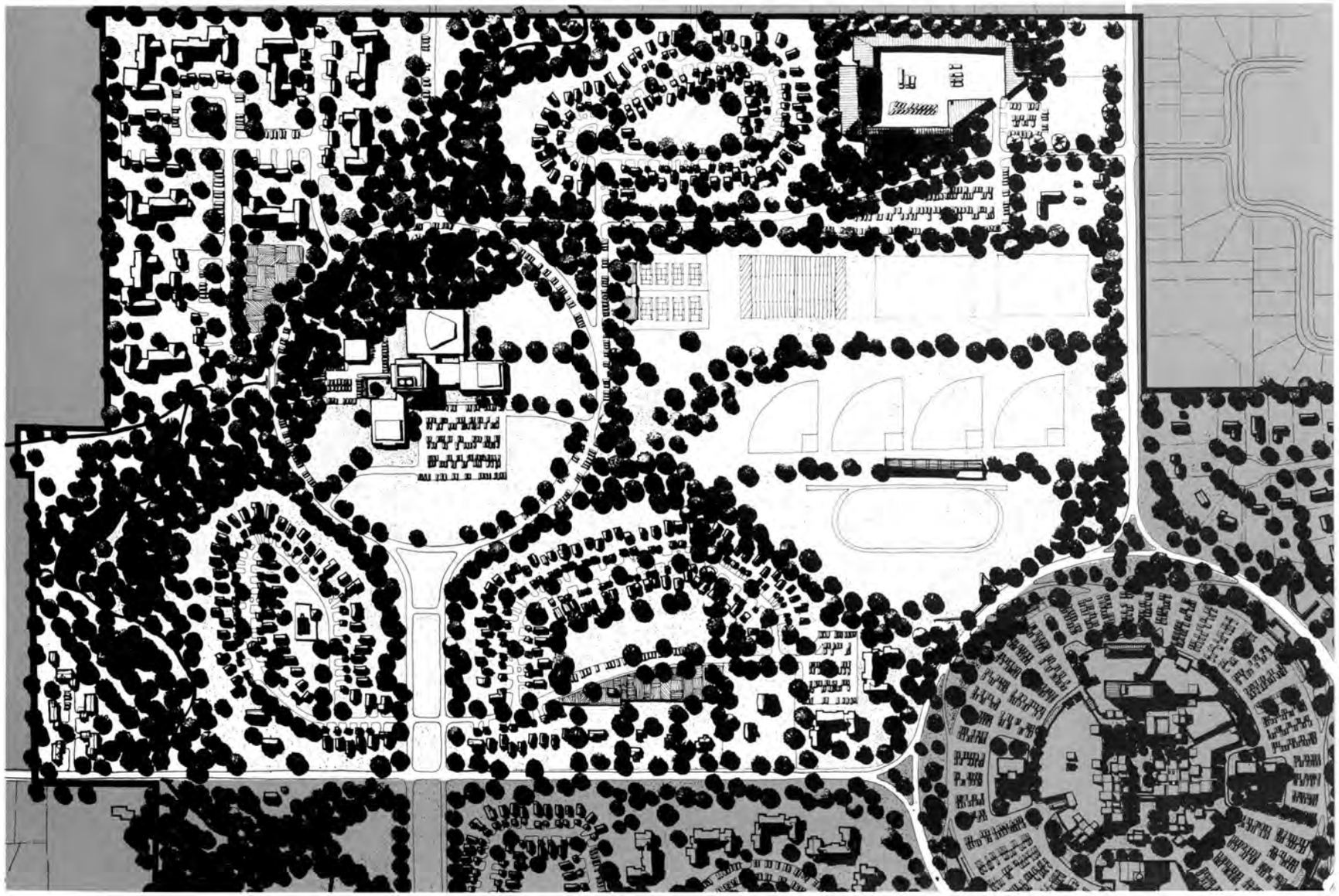
CLUSTER



The ponds are carved out of the flood plain of Larkin Creek. Excavation of the Ponds will allow realistic filling of other flood plain areas to accommodate development without loss of fluid expansion during times of flooding. But its primary purpose is the further emphasis of the natural scene that would be part of daily life of those living in Northampton. The Ponds boarded by trees and flanked by pedestrian and bicycle paths create a connection to our environment by providing natural beauty and by encouraging birds, ducks and animals to visit and stay. The village is in harmony with nature. The densities are clustered to allow for large open spaces and ponds. In winter they become skating ponds. In summer, a place to float a model boat. Swimming is not encouraged since swimming pools are located within Northampton for that purpose. The sizes of the ponds are 150' x 650' for the south pond and 250' x 650' for the north pond. They are connected by a pedestrian bridge at the center which tends to separate one from the other, and the six inch difference in level is accentuated by the sound of water falls between the ponds, at the bridge. The north pond has a thirty foot spout fountain, a single jet of water, that adds to the trickling sound of water.



NORTH WEST 2



Presently the Northwest quadrant is only developed along the street perimeter of Long Pond Road and Latta Road. The remainder of the land is used for agricultural and recreational use. The major recreational facilities for the town are located here with a considerable investment in lighted baseball diamonds. We have kept the recreational purpose of this quadrant and have increased its size to accommodate the increased population of the four quadrant village.

The Town Garage is presently located in a position which would be adjacent to the hub of the Town Center in the new Master Plan. The buildings are old and are not particularly attractive; in the Master Plan the buildings will be suddenly very ap-

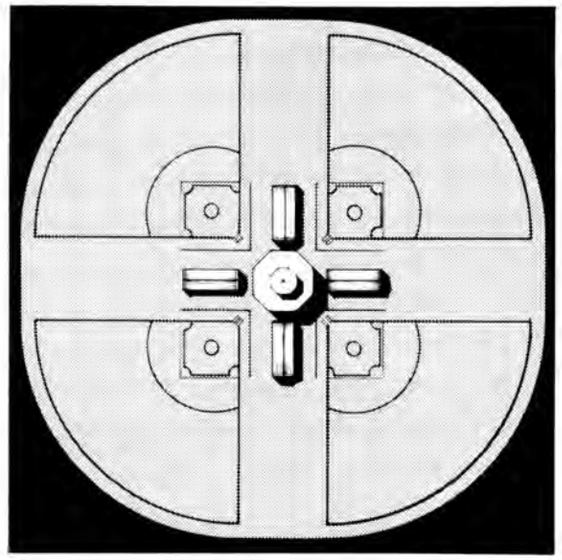
parant because of their close proximity to the circular road of the hub. We have therefore relocated the Garage facility to the North on land the town recently purchased for its Town Office and Cultural facilities. We have proposed the town office and cultural facilities become a major part of the central hub, and the recently acquired fifty acres be used as a land bank which would become an important vehicle toward implementation of the Master Plan. The new building for the garage is designed so the storage and activity of the workers is contained within the building and out of view. The building is then landscaped with very tightly grouped deciduous and coniferous trees so the building is screened from perimeter view. The recreation facility can then increase in size by acquiring the site vacated by the old Garage. When this happens the whole Northwest portion of the hub road will enjoy an open vista across the recreation land. It will provide a view through the rows of foreground trees adjacent to the hub road to the sunny openness of the open recreation land and the action of daytime activity or lighted night time sporting events.

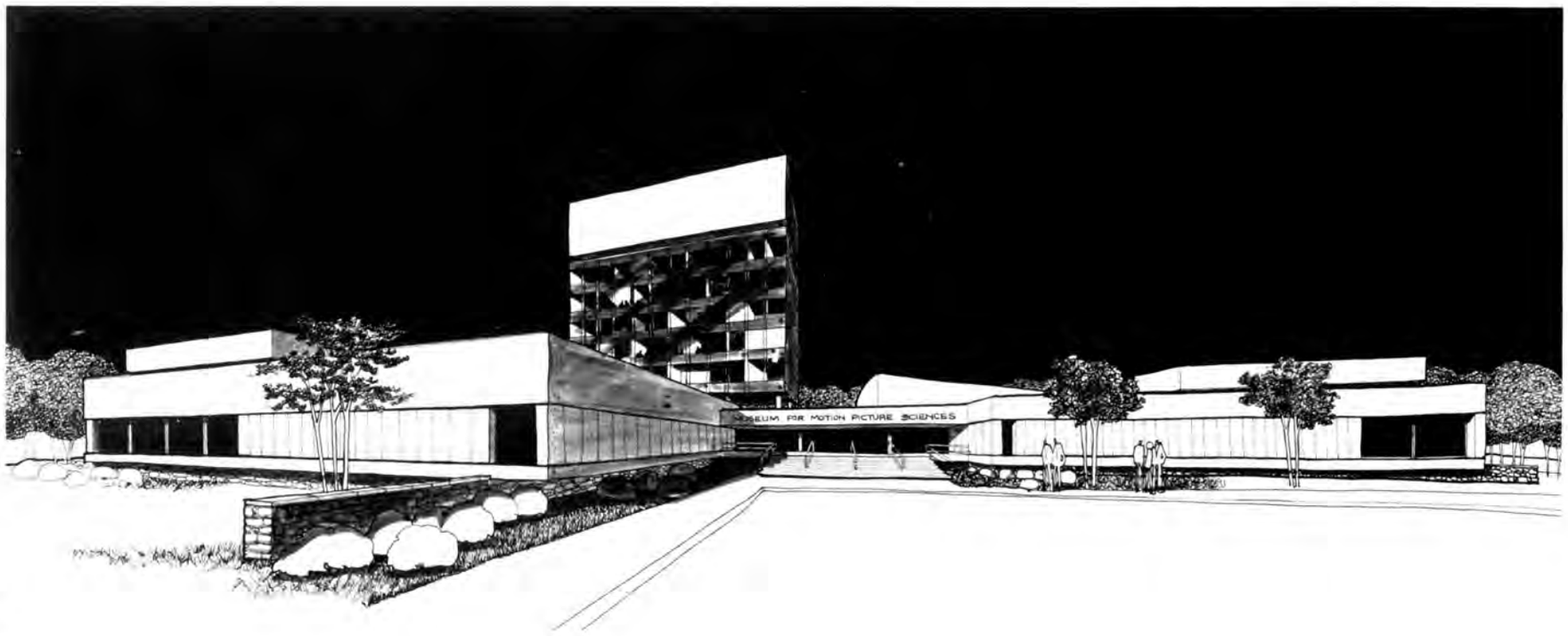
The cohesive pattern of the Northwest quadrant, as with all the four quadrants, is residential units and their landscaping. The Latta Road frontage of existing homes is reinforced by the residential activity that is behind these homes. To accommodate these new neighborhoods the back parcels would have to be accummulated by purchase at fair market values leaving the frontage parcels at various depths. We have shown a circle of land of approximately twenty five acres directly west of the recreational sports complex. We are presenting this twenty five acres as the International Center for Motion Pictures Sciences. This represents a committment of the Town to support some sort of center of national or international significance, just as Cooperstown, N.Y. is known for the Baseball Hall of Fame; and Mystic, Connecticut is known for its Nautical Museum. We feel it would be wise for Greece and Northampton to seek a significant use for this site. For the purposes of this study, the suggestion of an International Center for Motion Picture Sciences was chosen because of the Town's significant relationship with the Eastman Kodak Company, a major contributor to that science. It is not planned as an historical museum, but as a window to the industry: How is film made? How does an art director work? How are costumes made? What does a director do? How does a film editor work? Its archives would hold movies from the sixties and the seventies and these would be shown at periodic film festivals. Camera cut-aways, and on-site make-up trailer would draw the budding actors and actresses to Northampton from across the East, and East Coast. "First Showings" of major motion picture releases would bring the world famous to Northampton. This is not unusual for the Rochester area. The recent showing of Stanley Kramer's "The Runner Stumbles" was shown in five cities across the Nation. Rochester was the location for the East Coast Showing.

Of course there are many other possibilities for an international center on this site, should the Motion Picture Center not materialize, such as a permanent location for the International Special Olympics, a Center for study for an applied science, the location of an International Sports Tournament. We would like to propose a town committee of local citizens be selected to study and review the possibilities and to seek inquiries toward its final realization.

This quadrant, in its final design, has the most open space because of the abundant recreation facilities. Vistas have been studied to allow distant views of the International Center from both Long Pond and Latta Roads. Larkin Creek flows through this quadrant flanked by pedestrian-bicycle paths. We have included a photo of what the creek could look like if allowed to be widened in some areas, not so much as ponds but as wider creek beds. We have developed this continuation of Larkin Creek around the Northwest edge of the International Center with several pedestrian bridges connecting street parking with the Center.

The sketch below shows four baseball diamonds and indicates the refinements to the scheme which will occur in later phases of design.





The word ECOLOGY is used often these days. The word is used more often than the branch of science it represents is practiced.

Two hundred years ago, the environment of Northampton was ecologically balanced, the air was clean, and the natural chains of life were the only laws governing its inhabitants. At that time the first settlers began clearing the land; and although the life chains were becoming less balanced, farming still united the people with the land.

In the following two hundred years most of us left the land in favor of cities and suburbs. We no longer grow our own food or slaughter our own livestock.

And now, on this land that for the most part has never been violated by buildings or fences, we are proposing to build a full community. It must be done with responsibility; both aesthetic responsibility and environmental responsibility.

One purpose of this study therefore is not only to present a design concept but also to present a development philosophy. Our goal isn't simply to fill this area up with buildings, it is to develop a complex community that enhances the lives of its inhabitants without destroying the environment or the natural ecological balance of the area. By clustering our neighborhoods into designs of high density, we can leave large areas of land in a natural state that can be enjoyed by all of its inhabitants.

Elsewhere in this study we recognize the need to build a *community* instead of a *shopping center surrounded by houses.* We are therefore suggesting certain fundamental social differences for Northampton. Housing should not merely be engineered into suburban tracts but manipulated into social neighborhoods. We are proposing that each small neighborhood relate to a *whole design* through the use of natural connections; pathways, pedestrian ways and bicycle paths.

We have previously mentioned Clarence Stien's Radburn Plan (Radburn, N.J. 1929). He was suggesting the "necessity of coping with the private Motor Car" in 1929. He proposed that living areas should be separated from traffic routes and pedestrian ways should be separated from automobile traffic, and that neighborhoods might be connected together by green belts.

In combining his thoughts with our own version of a revised Radburn Plan, we are suggesting the same ideals can be achieved in the Northampton Plan. In this way the inter-reaction of man and other animals, man and his natural surroundings and man with other men through neighborhood interdependency will develop a social structure in the American Neighborhood which hasn't been as well achieved since the 1929 Radburn Plan, built exactly fifty years ago.

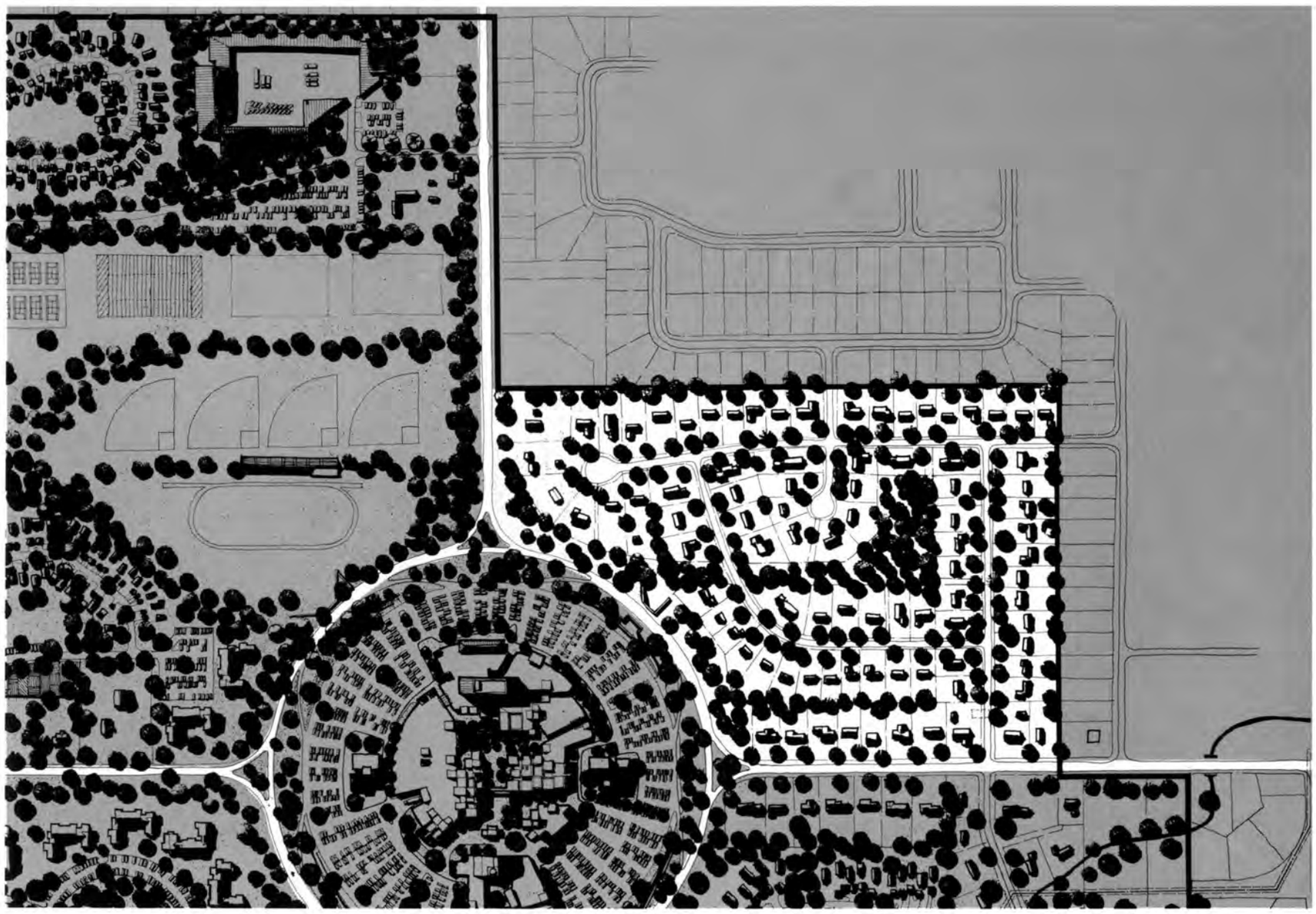
To do this, the Town of Greece will have to maintain very high design standards, that must be maintained throughout the long construction period. We have therefore proposed the Town Center and the four quadrants become a separate zoning district based on quality of design not size limitation, performance of site design not requirements of set back lines, and ecological balance not individual property rights.

Although these differences will have to be structured and clarified in detail in future design phases, the Department of Community Development has already begun research toward their implementation to insure a very high environmental quality for Northampton.

This creek is developed as a shallow lineal pond flanked by pedestrian and bicycle paths. A similar system could be developed around the perimeter of the International Center.

3 NORTH EAST

The north east quadrant is designed to include single family homes and is surrounded by existing single family homes. Many homes on Latta Road have properties of abnormally deep lots. To encourage the concentrated densities of a village, we recommend collective acquisition of the back parcels leaving front road parcels already developed a minimum of dimensions of 250' to 300', so the back areas can be developed into village neighborhoods. The Northampton Committee



suggested where areas of developable land were surrounded by single family homes, it may be reasonable to maintain the single family non-cluster design of its predecessor. This area was therefore designed as separate single family homes, with a single spine of natural common land connecting this and adjacent neighborhoods with the central hub by way of the pedestrian underpass. By means of this very convenient pedestrian connection we are promoting pedestrian and bicycle movement.

It may be a reasonable time to introduce our philosophy for the role of the automobile and how it relates to Northampton. The role of the automobile has been discussed as it relates to the cluster housing of the southwest quadrant and the central hub of the town center. Its role becomes less and less dominent in a design that concentrates on the human and ecological needs of a community. This concept began to develop with the encouragement of the Northampton Committee and by some interesting American examples.

During the early stages of this study, we visited Williamsburg, Virginia and Sturbridge, Massachusetts to help place the American Village of the past in proper perspective with our preliminary design thoughts. We also visited Quincy Market and Faneuil Hall in Boston to study how an old market place has been updated through Ben Thompson's renewal design. We studied slides of previous trips to Provincetown, Cape Cod, Mass. and Edgartown, Martha's Vineyard, Mass., Mystic Seaport, Conn., the Shelburne Museum, Vt. and recalled towns we had visited that brought images of what we felt were essential to past American Village Centers such as the New Bedford, Massachusetts area and Woodstock, Vermont.

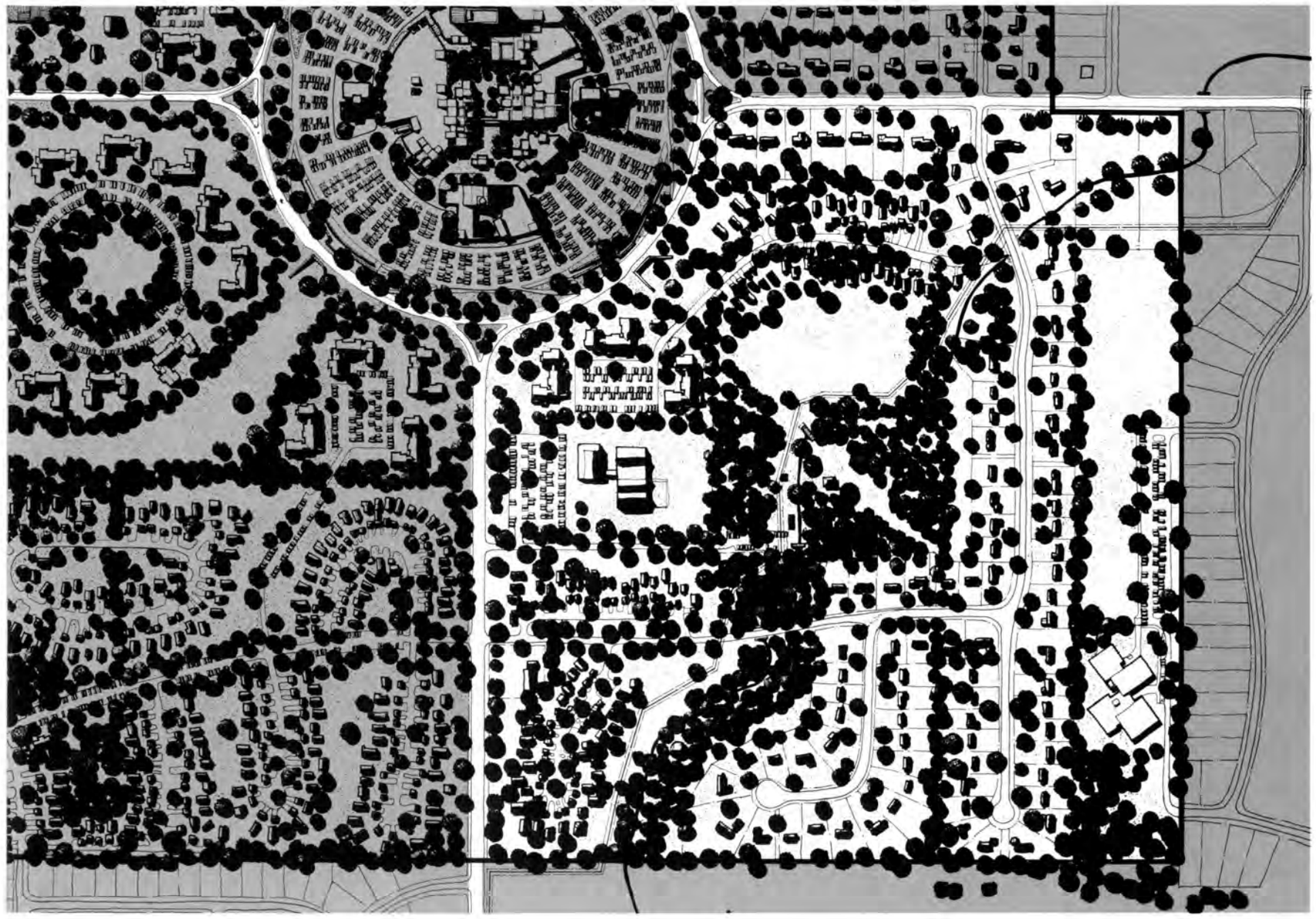
All of these villages provided a pedestrian public space. Although they didn't exclude the automobile, they at lease curtailed it's importance. We felt we should accommodate the automobile but stable it as with any beasts of burden and not let it trample within any spaces that should be essentially reserved for people. By not separating the automobile, we have lost many delights that we found at Sturbridge such as the gentle aroma of spring daffodils which the automobile has replaced with exhaust fumes, and the gentle roll of a brook for the noise of the internal combustion engine. By placing the automobile close to our homes and our work we have mistaken laziness for convenience.

Throughout Northampton, the automobile is treated as an essential connection to the community, but there are literally miles of pedestrianways that can be used for walking, jogging and bicycling. Within Northampton it is easier to walk to the town center than it is to drive.

Below, Radburn, New Jersey, a fifty year old neighborhood that was designed for children through a system of pedestrian paths. Those children are Senior Citizens now, who may still be enjoying the Radburn Plan.

4 SOUTH EAST

Sawyer Park is the principle natural feature of this quadrant, which is intersected by Round Pond Creek and its flood plain. Like the North East Quadrant, it is presently developed only along the road frontage, and has land parcels unusually deep for their width. We again recommend acquisition of back parcels, and propose using these back areas to develop a village density in well designed cluster neighborhoods. The long narrow housing tract adjacent to the school property has been previously approved and is under construction. The creek was used as a divider between single family and clustered single family in this section of the quadrant. Therefore, a cul-de-sac of single family homes occur just East of the Round Pond Creek flood plain. Single family clustered homes of the village scale



occur across the creek which serves as a natural divider. This presents a village-like appearance to the street. Because we indicate single family clustered homes on both sides of Long Pond Road, there should be an awareness of exactly when an automobile has entered the village center of Northampton. The clustered homes in this area are built within the flood plain, which we are proposing be filled in this area.

We have continued the apartment zoning of the South West Quadrant at the perimeter of the hub as a barrier between the active traffic of the hub and the quiet of Sawyer Park.

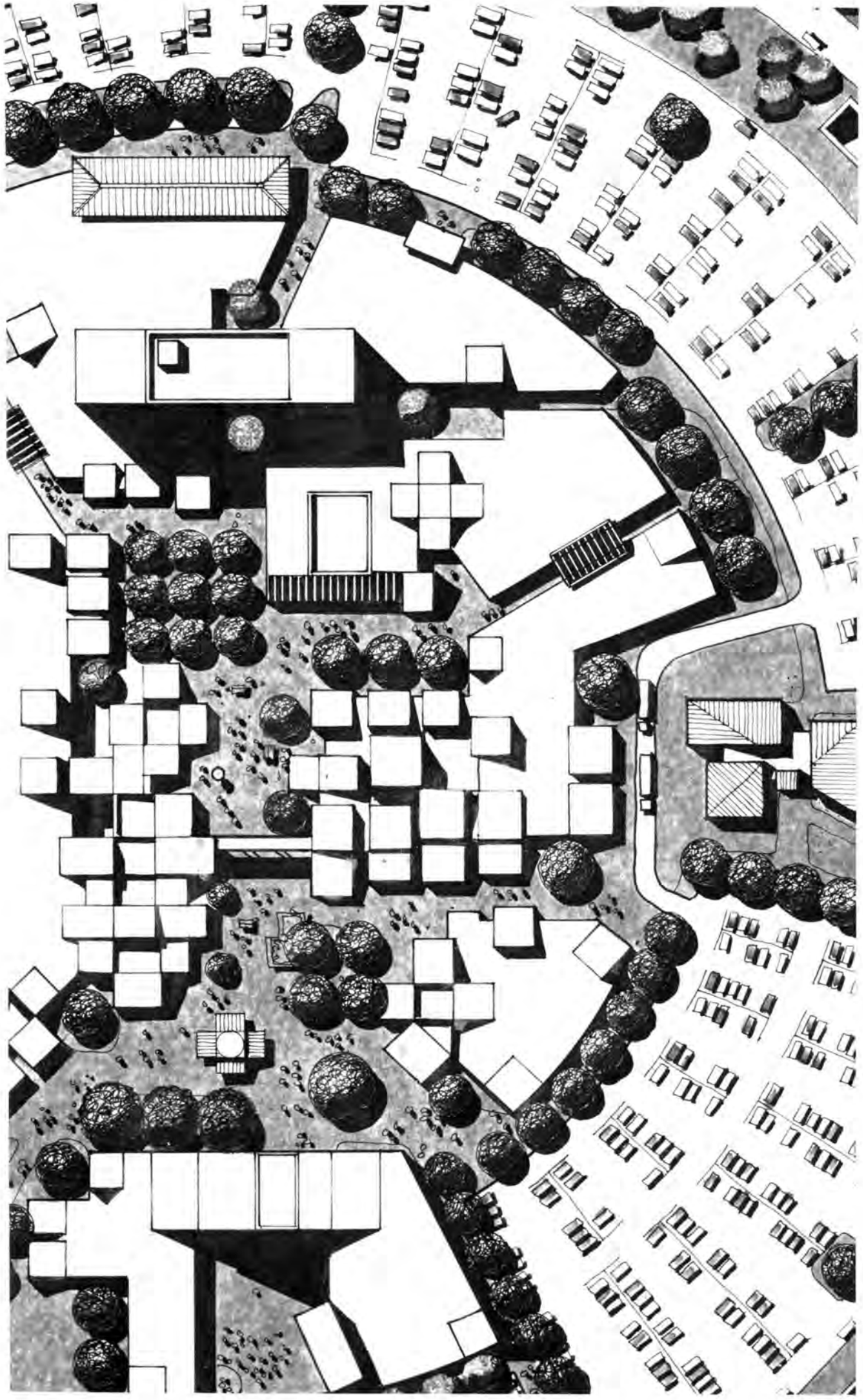
The park, now that it is surrounded by intense development, will change somewhat in character. it will not appear as remote as it does now; it will probably not be as placid in character simply because more people will be using it.

However, we have purposely avoided a road connection through the park. The North and South half of this quadrant are separate. Through traffic will occcur on the proposed North South subdivision street and not through the quiet of the Park. To further enhance the quiet of the park, we are proposing acquisition of a portion of the open field North of the Park to serve as a buffer for the Park.

The pedestrian tunnel connection allows all the residents of the South East quadrant pedestrian and bicycle access to the town Center through Sawyer Park.

Because of the pedestrian underpass system, residents in any of the four quadrants can travel to any other quadrant by simply walking or bicycling from one quadrant to the next by using the central hub as a connection. Therefore, a Senior Citizen could walk to Sawyer Park for a days outing. Or a couple of students could go from the Northeast quadrant to Sawyer Park for quiet study. A boy could travel from the Southeast quadrant through Sawyer Park to the hub and to the recreation area of the Northwest quadrant for a ball game. Therefore, the Natural or recreational or Cultural facilities or shops within any of the five separate areas, are accessible to everyone, whether its located within his or her quadrant or not.

Williamsburg, Virginia

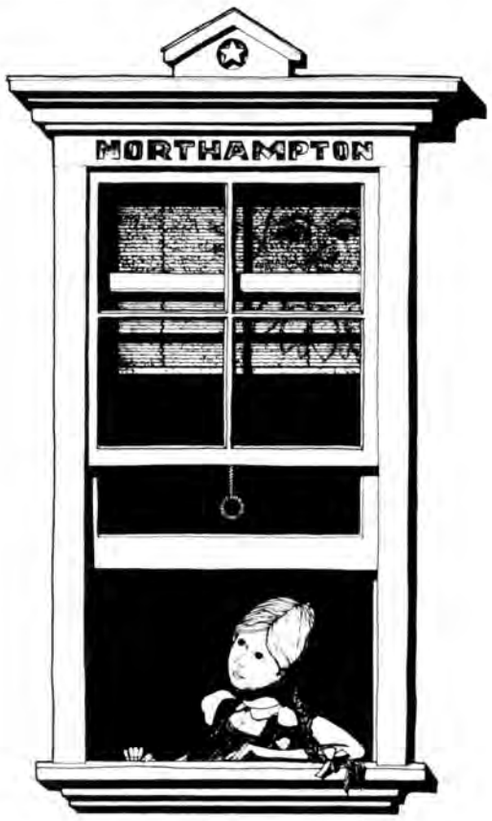


This brochure has presented the conceptual phase for Northampton, a Town Center for Greece, New York. Before Northampton actually materializes in the form of bricks and mortar, there are many additional phases of work that will include not only the elected officials and professional staff for the Town, but will include interested merchants, land owners, citizen groups, churches, public transportation authorities, State and County Highway departments. The input of both public and private individuals, environmental groups, Senior Citizen Agencies, Federal Housing agencies and other agencies too numerous to mention will have their effect on the final conceptual plan. The design has to remain flexible to allow for new input. At the same time there must be design control. Each part must be brought into line with other parts so there is a visual continuity from shop to shop, building to building, quadrant to quadrant. The fence detail of one housing cluster may occur again two clusters away. The railing of a condominium may occur on the balcony of a single family cluster home.

This *illustrative conceptual phase* presents a community in pace with the 1980's, both economically and socially. The single family home is still the primary form of housing, but homes are not situated on large lots; a process we believe isolates the individuals of a community. The American front porch has returned as an aesthetically pleasant detail which we feel will encourage social interaction between the neighbors. Privacy has been provided through directional designs with high walled exterior courtyards; but within each cluster of homes there is an inherent thread of common purpose, of collective interest and collective security that is necessary if a group of houses are to become a social neighborhood.

The Northampton Town Center has been designed as the dynamic focal point of town activity; the heart of the town. It is a collection of diversified housing types that are sensitive to their neighbors privacy, sympathetic to their environment and in harmony with both the quiet of it parks and the fast tempo of Village Happenings.

Respectfully Submitted,
BARKSTROM & LACROIX ARCHITECTS
NOVEMBER, 1979



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GENERAL DEVELOPMENT PLAN

TOWN OF GREECE

Supplement to The Greece Post
February 8, 1973

GENERAL DEVELOPMENT PLAN

INTRODUCTION

The General Development Plan for the Town of Greece, Map 1, projects a picture of the community at its ultimate development. It reflects decisions made in the past as well as suggesting decisions to be made in the future. The Plan has been designed to provide the basic framework for guiding Greece's long-range physical development and is the basis for establishing policy guidelines for implementation of the plan.

Preparation of this plan utilized the Phase I Studies, discussions with various public officials, private developers, citizens of the community and the record of the intensive planning meetings held by the Greece Planning and Zoning Boards.

It must be realized that the General Development Plan expresses broad planning concepts and therefore it does not provide precise details of recommended public improvements. As such projects come close to being developed more detailed studies will be necessary. In this way, the General Development Plan serves by giving general guidance and a frame of reference in keeping with community concerns to public as well as private improvement projects.

The General Development Plan recognizes the nature of the well-established portions of the Town of Greece and is supportive of such patterns. However, in certain instances, existing uses are either incompatible with neighboring uses now or will be so in the future. Since these uses should be considered for gradual termination, they have not been shown on the General Development Plan for the Town.

Perhaps the three most important concerns that will influence the short term and ultimate development of the Town of Greece and which were heavily stressed during the development of the plan are:

(1) Recognition of an ultimate population goal.
(2) The potential impact of the extension of the Outer Loop (N.Y.S. 47) from Ridge Road to the Ontario Parkway.
(3) Installation of the North-South Interceptor Sewer.

FUTURE LAND USE

Future Land Use is perhaps the single most important aspect of the General Development Plan. It is with respect to future land use that population, transportation policy and community facilities will be determined.

The General Development Plan for the Town of Greece calls for three primary classifications of ultimate land use: Residential, Business and Public and Semi-public land uses. Note, however, that each of these classifications has many sub-categories.

In order to clearly illustrate the impact of the projected land uses, the completed General Development Plan, Map 1, was evaluated with respect to areas which are shown as changed in use since the 1972 Land Use Survey. From the approximate acreages developed, those presently vacant areas which are indicated for residential use have been assigned potential population capacities per acre. These densities reflect both the current densities of fully developed land in such use categories and the potentials as determined in this study. Note, also, that areas shown in more intensive residential uses or, conversely, those which were formerly residential, but projected as non-residential have been incorporated in the calculations. As a result, a figure has been established which represents the ultimate population of Greece if development proceeds according to the General Development Plan. These figures are shown in Table 3.

Assuming all of the vacant residentially zoned land, including multi-family, in Greece were to be developed according to present minimum lot sizes, the net effect would be an average density of 2.73 dwelling units per acre for such development and permit an additional 110,000 in town population.

Finally, it must be recognized that slight modifications in a permitted density for a use category will have an extreme impact on either increasing or decreasing the potential population when applied to the many thousands of acres of vacant land throughout the Town.

The Vacant Land Capacity Analysis revealed that in accordance with present zoning, the Town of Greece has an ultimate population potential of over 189,000 persons. Future planning must be accomplished with respect to this "benchmark" figure, for all changes in land uses and/or residential densities will either raise or lower this figure.

In the same respect, the Land Use and Zoning Analysis of the Phase I Interim Report should serve as an indication of the areas devoted to various uses and those areas presently allowing such uses. These should not be ignored in planning. The total proportions of past and existing development patterns must be kept in perspective when planning for new development.

It is recommended that wherever possible, future development in Greece should conform to a policy that uses the concepts of clusters and node development. It is realized that existing land development patterns will result in an in-filling on small parcels and development of individual lots. However, these principles can be applied to most of the vacant land in the community.

Clustering: Wherever possible, new development should be clustered. Basically, the concept of clustering may be expressed by the following example:

If 50 lots in an R1-1 district were developed according to conventional standards, each home would be placed on a 15,750 square foot lot. However, if they were placed on 10,000 square foot lots, a total of 6.6 acres could thus be saved for use as recreation areas, greenways or other community open space, while still permitting single-family homes to be built on lots of almost a 1/4 an acre. Savings will accrue to the developers by their having to pave less area for streets, and build shorter utilities lines. This saving may be passed along in the form of a lower price while the value of the house will be greater due to the enhanced quality of the environment. Further clustering for instance, of 6,000 square foot lots would yield even a greater amount of community open space, 11.19 acres.

The combining of town houses and apartments with single-family residences while still maintaining the overall original permitted density is also part of the cluster concept.

By encouraging clustering on adjoining development of continuous acreage, the Town can acquire extensive open space systems. Transition should, however, be carefully considered in accord with the comprehensive development plan for the Town. Each parcel should not be viewed as a separate entity, nor should open space be created only within the context of each development. Judicious planning of adjoining cluster developments, can create linear parks for hiking, horseback riding, cycling, passive recreation and the articulation and delineation of the general landscape of the Town.

Node Development: This concept is actually an extension of the cluster concept. These may take a variety of forms such as a single-use center which might include a civic-cultural denter and community park or a multi-use center which contains a variety of housing types, retail, commercial , office employment, recreation and open space. Centers such as described will encourage the use and feasibility of public mass transportaiton, while such concentrations would permit the retention of the open character of much of the Town of Greece.

It is in this context that the Longview Sector concept has evolved. The opportunity exists for a comprehensively planned focus of future development, both residential and commercial. Such a concept, evolving in conjunction with the North-South Interceptor and the extension of the Outer Loop has led to the selection of the intersection of two arterial highways, Latta Road and Long Pond Road as the most opportune location for such a development.

Residential Land Use

For purposes of presenting a basic development framework, the General Development Plan, Map 1, shows only two sub-categories of residential land use, single family and multi-family.

Note: The primary purpose at this point of differentiating between single and multi-family is only for illustrating relative densities and not to exhibit a preference for housing types or styles.

Existing development and zoning regulations allow single family development to range from 1.8 d.u./acre to 6 d.u./acre while multi-family densities vary from 8 d.u./acre to more than 30 d.u./acre. It is recognized however, that if a Master Plan is to be developed these residential categories must be further subdivided.

For the short term (until 1978-80) most residential development in Greece is anticipated to occur in the area between Maiden Lane on the south, Long Pond Road on the west, the extension of the Outer Loop on the east and Ontario Parkway on the north. Also, there is a significant amount of vacant land which can develop through infilling of single lots and extensions to existing subdivisions. This is particularly true south of RidgeRoad and east of Elmgrove Road. However, once the proposed North-South Interceptor is completed, the stage will be set for the rapid growth of a band of development bracketed by Long Pond Road and North Greece Road.

Single-family residential represents the predominant land use, accounting for approximately 66 percent of the Town's area. As previously mentioned in the introduction to this section, cluster or planned residential development should be encouraged wherever possible and a variety of housing types should be permitted in accordance with allowable densities. As will be detailed in the Longview Sector Plan, provision has been made for densities in single-family residential to approach 6 d.u./acre, a standard that now exists in some of the eastern portions of Greece. However, through the use of clustering, rather significant open space areas can be achieved, while still maintaining individual structures and lots.

In order to encourage cluster or planned residential development, the Town should:

1. Make known its preference for this type of development and show a willingness to expedite these proposals in the same manner as conventional developments.

2. In order to enhance the potential for developers to choose to design according to cluster principles and to "work with" the Town in achieving mutually desirable goals of development types and open space, the Town could allow a so-called bonus of 10 percent increase in the allowable density.

The approximate 2.5 percent of the total town shown in the multi-family category on the General Development Plan reflects:

1. Those areas where such structures are already the predominant form of development.

2. Areas where recent zoning decisions have been made which will permit such development.

3. In areas, such as along Ridge Road, where the development of multi-family housing offers a more attractive and beneficial alternative to the community than a continuation of retail strip commercial development.

4. The node or center development proposed by this plan in the vicinity of Long Pond Road and Latta Road.

Multi-family or higher density residential as proposed is represented in part by the garden apartment or town house type of development that has occurred in Greece during recent years and in limited and carefully evaluated locations by elevator-type structures of six to eight stories. Other desirable forms of multi-family development might include condominiums, an equity housing concept which offers a desirable alternative to many families or persons not seeking the typical single-family type of ownership or apartment rental.

Future development of multi-family housing must be done in accord with absolute density limitations. Most existing multi-family development exceeds 18 d.u./acre. In fact one zone district presently allows development far in excess of the norm.

It is recommended that proposed additional multi-family development, either presently zoned between existing multi-family parcels, or now zoned as business, not be permitted to develop at a density exceeding 18 d.u./acre. Newly proposed multi-family areas should average 12 d.u. acre. It will be noted that the Latta-Long Pond intersection contains the only additional multi-family in this latter circumstance. With the exception of where it has been determined as desirable to allow moderate cost units to be constructed, it is recommended that arbitrary increases in allowable densities to permit apartment development is neither desirable nor warranted.

As detailed, the plan would allow for approximately doubling the present number of multi-family dwelling units. Also, by utilizing the cluster principle, a developer could build multi-family, but not via an overall increase in density.

In summary, the plan calls for the continuation of existing residential densities for most areas within Greece. With few exceptions, densities should not be increased above their present levels and only for the purpose of either eliminating or precluding a less atrractive alternative. The notable exception is the intended focal point of new development known as the Longview Sector. As will be detailed in a separate section of this plan, the overal allowable densities in such a location may conceivably be increased as much as fifty percent.

Business Land Use

Business activity forms an intergral part of a desirable community. The primary function of business is to provide people with good and services through activities of retail trade, professional and business offices, financial, institutional, entertainment enterprises and consumer services. Commercial development should generally be proportional to community development. However, often the market of a commercial center extends far beyond the political boundary of a particular municipality. This is particularly true in Greece of such regional centers as the Greece Towne Mall and the Long Ridge Mall, which rely on a "market population" covering a large portion of central and western Monroe County.

A secondary function of business is to provide the people of a community an opportunity for employment and profitable investment.

In general terms, compact business areas such as neighborhood centers, or shopping centers or planned office parks, rather than continuous strip business development along major arterials, offer the best solutions to location. Convenience is afforded the shopper or employee, parking can be planned and centralized and traffic movements are more efficient and safer. Also as a general rule, commercial areas which contain business establishments with a high degree of compatability do a larger volume of business than those with a lesser degree of compatability. The General Development Plan has tried to implement these principals wherever possible recognizing existing development patterns.

Map 1 categorizes the customary commercial land uses into two categories: Retail Business and Non-Retail Business.

Retail Business

This category includes the customary range of retail establishments such as are located in the major and minor shopping centers and the small convenience centers in Greece. In addition, certain strip commercial development is recognized where the character of existing development falls predominantly in this classification.

The primary existing retail business centers in Greece are clustered at the following locations:

Dewey Avenue & Latta Road
Dewey Avenue & English Road
Maiden Lane & Mount Read Boulevard
Ridge Road & Stone Road
Ridge Road & Long Pond Road
Ridgemont Shopping Center & vicinity

Most other retail commercial establishments are either strip commercial such as along Dewey Avenue south of Stone Road, or scattered along the major roadways, particularly at intersections.

It is the intent of this plan, wherever possible, to concentrate the retail activities within the Town in order that viable centers may either continue or be allowed to develop. Also, as previously mentioned, such planning must be done with respect to the existing and planned syten of highways.

Specifically, the plan calls for:

...Alternatives to the continued development of retail strip business and where possible redevelopment as one of the uses in the non-retail business classification.

...Development of viable alternatives for Greece in some of those areas now zoned to permit business development.

...Selection of new retail business centers in accordance with projected development and existing zoning patterns.

...Further large scale retail development should particularly be discouraged along Ridge Road for several reasons:

1. It is not necessary to concentrate all commercial activity along this route, nor is there a need in terms of Greece's present and proposed population.
2. Severe problems in traffic flow presently exist and are forecast to continue even with proposed improvements.
3. Further traffic generators along Ridge Road could be deleterious to adjacent residential neighborhoods.
4. Existing commercial activity could potentially be impaired.

...A new regional shopping center should not be developed in Greece. The proposed system of highways and ultimate development potential as shown on this plan would not be supportive of such a facility. Further, such centers should be planned on a county-wide or regional basis. Developments underway in adjacent towns effectively mitigate the need for such a center.

Map 1 shows what may be described as a major community shopping area at the southwest corner of the intersection of Long Pond Road and Latta Road.

With a total area of approximately 35 acres, this center could eventually develop to provide many of the convenience and shopper needs of the anticipated population in the area north of Hill Road and west of the extension of the Outer Loop. Additional small neighborhood centers are shown on the other corners of this intersection to provide a balanced and competitive shopping area.

Non-Retail Business

As the name implies, non-retail business envisions uses which are not generally the purposes of shopper trips. Included in this category would be personal service establishments, professional and business offices, restraurants, indoor commercial recreation, and highway oriented business services, including service stations, auto dealers and repair facilties, hotels and motels. Also in limited instances, this category could allow for either multi-family housing or light industry. Certain uses such as office development may serve as a transitional zone between either retail commercial or residential areas.

Properly designed, such non-retail business areas would offer an attractive alternative to extension of retail commercial both from aesthetic and functional considerations.

Logical areas for types of development may readily be defined in terms of the predominance of such uses. Of particular note is the intersection of North Greece Road and Ridge Road where this is a mix of auto dealers, service stations, and restaurants and motels.

The plan proposes a number of new locations for non-retail business development. The most significant is:

...The area south of the Park Ridge Hospital complex. Ideally suited in terms of highway access and existing land use patterns. This is a logical area for many of the private ancilliary facilities to develop, including professional offices, laboratories, etc.

Industrial Land Use

As a result of the existing pattern of land development, functional capabilities of highways, both present and planned, and the relative suitability of soils, it is recommended that all future industrial land uses be located south of a line formed by the Barge Canal and the alignment of the former canal, as shown on Map 1. With few exceptions due to established residential development, potential neighborhood commercial sites, or a small area specified for office development, this entire area is ideally suited for industrial uses.

In terms of the countywide industrial development pattern, this area is well located in terms of a favorable relationship to transportation facilities and the labor market of the region. The decision to exclude areas in northern Greece from future industrial development is due in part to their rather distant location in terms of transportation facilities and the availability of extensive more desirable sites elsewhere in the county. Futher, there does not exist any demand for such istes as demonstrated by the fact that there are almost 1,500 acres of land in north Greece parallel to the Penn-Central Railroad tracks which have long been zoned to permit what may be considered heavy industry. To date, only two small light manufacturing firms have chosen to locate in this part of the town. Continuing to permit such uses will only result in a scattering of mixed uses not harmonious with a comprehensive development scheme.

As noted, the Non-Retail Business category will permit "light manufacturing" in limited cases. This is encouraged along North Dewey Avenue on the former Odenbach site and in the vicinity of the drive-in movie on Ling Road. With proper performance standards, many industrial park areas are almost indistinguishable from office parks. However, heavy industry in this area would not be suitable, particularly due to the fact that the Parkway is not a commercial facility and that all the roads pass through residential areas.

Of the total land area shown in the industrial classification, 1,494 acres are owned by the Kodak Corporation. Kodak plans to have most of its properties east of Long Pond Road substantially developed by 1980. However, no plans have been made for development of the 405 acres the company holds west of Long Pond Road. Company spokesmen have stated that Kodak will construct a bridge across N.Y.S. Route 47 to provide an internal linkage of road and rail transport to the 308 acre parcel east of Long Pond Road. The properties adjacent to Ridgeway Avenue and the old canal bed, although now residential, should ultimately be redeveloped in industrial uses due to the character of the surrounding lands. The old canal bed, preserved as a lineal park would provide an ideal buffer for the transition to the residential areas on the north. This strip of land would be an ideal location for small industries to locate.

In view of the fact that all of Greece's industrial areas have been designated to one general location, it is imperative that this resource be fully utilized for its intended function and not in other "permitted" uses.

Finally, consideration should be given to the changes in the financial aspects of local government and education that are beginning to take place. Presently, the property tax constitutes the prime revenue source for these institutions; however, with "revenue sharing" just beginning and increased federal aid to education imminent, it is highly probable that the property tax will play a far lesser role in the total revenue picture of local government and education. Thus, while industry can produce many "rateables" for a community, the possible short-term advantages may be far outweighed by the long-term disadvantages.

PROPOSED ULTIMATE POPULATION POTENTIAL

The Vacant Land Capacity Analysis revealed that the ultimate population potential of the Town of Greece, if saturation development occurs according to present zoning standards, as 189,000 persons.

In accordance to the General Development Plan and the concepts described herein, a "proposed" ultimate population figure has been calculated. This figure assumes that 70 percent of all new dwelling units will be of the single family "type" and 30 percent will be of the multi-family "type". It also provides for the increased density concept proposed for the Longview "Design Area" and an overall ten percent density incentive for the encouragement of cluster design. As a result, the Town of Greece could ultimately have a population of 211,147 persons or an increase of 168 percent over the 1972 population.

TRANSPORTATION

It is a general conclusion of this plan that the private automobile or similar means of personalized transportaiton will continue to be the principal mode of travel in the Town of Greece for the foreseeable future. Although many systems have been proposed for metropolitan areas such as Rochester, the successful application of mass transit is still determined by two key factors: population density and cost/convenience. Existing densities of population in Greece, both present and forecast, tend to make unfeasible the development of any "fixed structure" mass transit system in terms of today's technology. However, this conclusion does not mean planning should rule out such a possibility in the future, but merely concludes that it would not be reasonable at this time to provide for exclusive right-of-ways or corridors to be reserved for some future concept or system. The existing extensive system of streets and highways could at some point in the future serve a dual function or be modified for whatever new mode may be developed. Even with improvements, the bus systems could never be expected to accommodate any more than a token percentage of total transportation requirements. Consequently, the major emphasis of this discussion will be on streets and highways.

Streets and Highways

A planned system of streets and highways within the Town of Greece must necessarily be based upon an examination and evaluation of the existing and already proposed facilities, their location and function, which in turn is a direct outgrowth of the existing pattern of land use. New proposals, as made within this plan, combine such factors with independently determined land use patterns resulting in a system which recognizes already established values and features, while providing for vehicular movement efficiencies.

The future pattern for streets and highways in Greece has been developed based upon the principals enumerated below:

...all streets should be planned with relation to their particular function in serving the various types and intensities of land use as proposed in the plan, and recognizing development in surrounding communities.

...the design of streets should be adequate to provide for the efficient, safe and convenient movement of people and goods at both normal and peak periods of traffic flow.

...all new streets should be properly interrelated with the existing street patterns and their related functions.

...it is not necessary to continue the Monroe County pattern of "through" collector roads in the undeveloped portions of the Town.

...all streets should be designed or upgraded to complement functions in land use while providing for proper access to land without interfering with the efficient movement and flow of traffic.

The key features and proposed classification of the future Townwide system of streets and highways are shown on the General Development Plan, Map 1.

It should be noted that there are four basic classifications shown. They include express highways, arterials, collectors and local streets. In arriving at the classification, the functional definitions as determined by the Monroe County Committee on Transportation and the Federal Highway Administration were recognized. Table 1 lists the expressways, arterials and collector streets by classification.

Express Highways

Undoubtedly the most significant public improvement that will be made in the Town of Greece in the near future will be the extension of the Outer Loop (N.Y.S. Route 47) from its present terminus at Ridge Road to the Ontario Parkway. With properly located and designed interchanges, it can serve as the key artery to "drain" a large portion of the already developed areas east to Dewey Avenue and future developing areas north of Maiden Lane. Once constructed it will offer immediate relief for many of the congested north-south arteries which now have restrictive widths and numerous intersecting streets. This is particularly true for Fetzner Road, Stone Road, Long Pond Road and Mount Read Boulevard. It is proposed that intersections be developed at Maiden Lane, English Road and Latta Road in addition to the Ontario Parkway. Spacing at approximately one-mile intervals will not be detrimental to the functioning of this highway as the bulk of the traffic volumes in Greece will both originate and/or terminate in the community. These interchanges would probably be of a diamond or slip ramp configuration due to existing development and the anticipated volumes. As a result, the east-west roadways that would feed into these intersections would in turn function as feeders to this express highway. Thus, this one highway development could alter the basic traffic flow patterns for much of the already developed areas and almost all of the potential new developing areas. While the estimated date of completion for this extension is 1978, the proposed Statewide Master Plan for Transportation in New York State notes that the construction, "May be deferred because of fiscal constraints and changing development patterns". With respect to the plan, this roadway should be given the highest priority of any new road construction in Greece.

The Ontario Parkway, originally conceived as a scenic route to serve the New York State Parks located along the Lake Ontario shoreline, will undoubtedly continue in that function. Although very little traffic now uses this route, it is highly possible that if Lake Ontario becomes more attractive to the public there will be a significant increase in such activities as swimming, fishing and boating, oriented towards this valuable resource. Development to the northwest will in some degree depend on the parkway as an important transportation linkage.

The plan shows the proposed Keeler Street Expressway continued west of the Genesee River to interchange with the Outer Loop (N.Y.S. Route 47). Although it is not likely that this remaining link of the expressway will be constructed in the near future, it would be beneficial to Greece by providing a means of access to the large employment areas located along the route.

As these express highways have considerable right-of-way, often 300-500 feet, particular consideration should be given to landscaping these areas and possibly using them as greenbelt park linkages.

Arterials

Next in importance to the express highways are the arterials. Basically, their function is to connect major population centers and traffic generators and provide service to trips of moderate length. They have considerable continuity and are expected to carry heavy traffic volumes at moderately high speeds. Due to the fact that they are bounded by many land uses, they are particularly vulnerable to diminution of their capacity for carrying traffic and to the creation of hazardous conditions as a result of development along their right-of-way. Thus, they require protection from uncontrolled deleterious development.

Whereas the General Development Plan, Map 1 and Table 1 show all the roads classed as arterials, this section will only deal with those of special significance.

...Long Pond Road has already developed into a major corridor traversing the Towns of Greece and Gates. It is presently programmed for reconstruction from Ridgeway Avenue to Maiden Lane which will include widening to four lanes with turning lanes at the major intersections and along Long Ridge Mall. The plan recommends that this standard of improvement be continued north to the parkway, with ample right-of-way acquired (approximately 120 feet) to allow for ultimate expansion to six lanes.

...Ridge Road, having the dual distinction of having the heaviest traffic volumes and most congestion of any road in Greece, has achieved these characteristics largely as a result of the pattern of commercial land uses bounding its route. Through a process of crating turning lanes and an improved system of signalization, the state hopes to temporarily ease some of the problems. Ultimately, the state is planning to widen Ridge Road to six lanes plus turning lanes. However, it is doubtful that its actual traffic carrying capacity will be significantly increased. (Note again that the extension of the Outer Loop would have a greater impact on Ridge Road than the ultimate widening to six lanes.) Controls should be exercised on abutting lands, while limiting the continued development of strip commercial uses. Existing local streets and other entrance points to Ridge Road should be combined, looped or terminated wherever possible. Without such measures, it is doubtful that the integrity of the residential neighborhoods adjacent to Ridge Road can be fully maintained.

...Ridgeway Avenue, designated as an arterial, is shown on the plan as realigned to a northwesterly direction to interchange with Elmgrove Road immediately south of Staub Road. This change would have a two-fold purpose:

1. It would attract the northwest-southeast traffic flow thus alleviating some of the burden on Ridge Road and Long Pond Road
2. It would permit the continued development of Ridgeway Avenue west of the creek, as moderate density residential character.

Ridgeway Avenue functions as one of the primary arteries serving the industrial properties in addition the Park Ridge Hospital Complex which could ultimately have a combined resident/employee population exceeding 3,000 persons. Also, once the significant present and proposed Monroe County parkland is developed, Ridgeway will undoubtedly be a key route. There is some question as to whether Ridgeway should continue west of Elmgrove, bisecting the park and joining with Town Line Road in Parma. However, this must ultimately be determined by the county. Such a decision would have little impact upon the Town of Greece.

...Latta Road is envisioned to have the potential to be the primary east-west corridor in the Town north of Ridge Road. It is suggested that the roadway should be upgraded to four travel lanes with turning lanes in the near future, with the ultimate design being capable of six lanes if warranted. As shown on the plan, Latta Road would bisect the heart of the proposed Longview Sector Design Area with its major commercial center and relatively more intensive residential development, while providing a direct linkage to the Outer Loop.

...North Greece Road, although designated as an arterial due to its continuity, and two-mile spacing from Long Pond Road, is not anticipated to receive significant volumes in the near future. However, provision should be made for such an eventuality. The plan indicates North Greece Road realigned beginning at a point north of Frisbee Hill Road to connect directly with Ontario Parkway at the East Manitou Road interchange.

...Elmgrove Road is proposed to be realigned beginning at a point north of Larkin Creek, in order to provide for a continuous route with North Greece Road.

TABLE 1 LISTING OF EXPRESSWAYS, ARTERIALS AND COLLECTOR STREETS BY CLASSIFICATION ON GREECE GENERAL DEVELOPMENT PLAN

EXPRESS HIGHWAY:

Ontario State Parkway
Keeler Street Expressway
Outer Loop (N.Y.S. Route 47)

ARTERIALS:

Latta Road
Ridge Road
Ridgeway Avenue
Dewey Avenue (south of Parkway)
Mount Read Boulevard (south of Latta Road)
Elmgrove Road - North Greece Road (south of Parkway)
Long Pond Road (south of Parkway)

COLLECTORS:

Manitou Road
Janes Road (as extended north and west)
English Road - Peck Road
Maiden Lane
Mill Road
North Avenue
Flynn Road
Lee - Latona Road
Fetzner Road
Kirk Road
Denise Road
Britton Road
Stonewood Avenue
Dorsey Road
Stone Road
Bonesteel Street
Weiland Road
Straub Road

Collectors

The collector streets are generally designed to serve developed residential areas or comparable rural areas providing a linkage between the arterial streets and the local streets. These roads also provide land access service to commercial and industrial areas. They are designed to have considerable continuity and to accommodate low to moderate speeds and low to moderate traffic volumes. Accordingly, most collectors will be only two lanes with adequately designed shoulders. However, certain "major" collectors may eventually need upgrading to four travel lanes with turning lanes at major intersections. Among the collector roads the General Development Plan foresees in the "major" class are Maiden Lane, English Road, North Avenue and Janes Road as extended to Manitou on the west and Mt. Read Boulevard to the east and Manitou Road.

Existing collectors such as Fetzner Road and Stone Road will actually experience a significant decrease in traffic volumes upon the completion of the Outer Loop. Although Fetzner is shown linked to Kirk Road there is not expected to be much traffic. Shown on the plan is the Hoover Road bypass, a new road being considered by Monroe County to alleviate some of the congestion on Latona Road and to facilitate access to the expressway for employees working in the Kodak facilities. However, the plan recommends that in conjunction with such a development, Weiland Road east of Latona Road be realigned to link directly into the new road and terminate the flow of traffic into Latona Road. This would benefit the town in two ways:

1. Discourage the heavy peak hour flows through Weiland Road west of Latona Road (a residential street)

2. Funnel traffic onto Ridgeway Avenue thus encouraging traffic to use either Long Pond or Elmgrove Roads.

Local Streets

The town system of local streets should be designed to have limited continuity and to accommodate low speed traffic at very low volumes. Their sole function is to provide access to abutting properties. Their design should deliberately discourage through traffic movements.

Jurisdictions

Present jurisdictions have not influenced the functional classification of streets and highways as shown on the General Development Plan. On the other hand, the plan does suggest that all arterials eventually be state roads with the Town having jurisdiction over all "minor" collectors and local roads.

Design Standards

Suggested design standards for each of the functional road classifications are shown on Diagram 2. Express highways are not shown as most of the right-of-way for the Outler Loop has been acquired by the State and the Keeler Street Expressway will in all probability be designed according to the standards established for its existing length.

As previously noted, many of the roads will require less travel lanes than the classification specifies as an ultimate standard. However, it is essential that their appropriate rights-of-way be secured in advance of development. While Diagram 2 depicts a suggested six lane arterial, it is unlikely that such construction standards will be necessary inthe foreseeable future for arterials other than Ridge Road.

In planning for the local public street system, all of which are under the jurisdiction of the Town, two suggested crosssectional standards are shown on Diagram 2 as certain collector streets may be required to serve in a limited "collector role." Also, modifications would be appropriate under certain design conditions, especially as related to planned residential or cluster development.

In all probability,futurelocal streets will be developed as a result of subdivision activity. Similarly, as the community develops, the need of the arterial and collector systems should be anticipated. Thus, it is vitally important that the Planning and Zoning Boards and other municipal officials involved with the development process take particular care in approving new street layouts and construction, to assure that standards as established in the General Development Plan, Subdivision Regulations and Town Specifications are complied with.

In conclusion, it is extremely important that the Town Board and other officials and community groups engage in the promotion of the extension of the Outer Loop to the Ontario Parkway as well as for other proposed improvements in state and county roads. Every effort must be made to achieve as much of the street and highway system as is possible through the coordination of the subdivision process with the General Development Plan proposals.

Residential Properties Adjacent to An Arterial or Major Collector

In order to preserve the integrity of residential areas and to insure that the design efficiency of arterial or major collector streets is not reduced, the Town should not allow new residential development to front on streets in these functional classifications. Various methods may be employed to deal with this potential problem.

Two potential solutions are:

...constructing a marginal access or frontage street parallel to and separated from the major road by either a curb barrier or landscaped buffer strip. This solution greatly reduces the number of access points to the major road, while resulting in an increased separation between the residences and the traffic. Having the landscaped buffer strip is preferred as it will tend to reduce the impact of traffic noise while providing for a more private environment. However, such marginal access roads must be properly designedor they may cause additional traffic conflicts due to the many turning movements at access points with the major road and/or other intersections. It is preferable if a minimum safe distance can be maintained between openings to the marginal access road and other intersections.

...lots in new subdivisions may be backed along major streets. This treatment is often preferable to constructing a marginal access roads as it elimi nates some of the traffic flow conflicts often created. To insure privacy and protection of residences from the undesirable aspects associated with busy streets, an additional lot depth of 20 feet should be required in addition to a fence along the rear property line. Alternatively, the developer could be required to deed a 10 foot buffer strip adjacent to the street fight-of-way to the jurisdiction with control over the roadway, thus insuring that maintenance of these strips could be accomplished. In either case, restrictions should be established preventing vehicular access to the properties from the major street.

Another consideration when lots are backed along a major street is the necessity for sidewalks. Generally, in such cases, it would be sufficient to only require sidewalks on one side of the street. However, careful study should be given to each situation.

In conclusions, it should be realized that although an additional burden may be placed upon a potential developer required to conform to such standards, they are in the overall interest of both the entire community (maintaining the functionability of the street) and the prospective residents (privacy, safety and stability of value).

Mass Transportation

As the introductory statements to this section expressed, mass transit is not expected to provide for a significant proportion of the total travel requirements of the Town of Greece in the foreseeable future. However, where needs exist or specific opportunity for a viable operation is evident, then all efforts should be directed to that end.

The plan envisions bus transportation as being the primary mode of mass transportation in the Town of Greece. A total system of specialized routes could be developed, utilizing the express and arterial highway system to provide a rapid means of transit to areas having a high demand potential. Such areas in Greece include Kodak, the intensive commercial development along Ridge Road, and the Park Ridge Hospital complex. Other areas, are the Rochester Central Business District, major employment centers of the region and colleges and universities. Examples of suggested major routes are shown on Map 1.

Approaches such as exclusive bus lanes, park and ride centers and special fare structures should be thoroughly explored. Introduction of new concepts including "dial-a-bus" should be investigated for their merit. Amenities that should be considered to encourage increased bus usage include the provision of shelters and improved route and scheduled information services.

A regional mass transit network still in the proposal stage, the Charlotte to Henrietta Rail Corridor, would have some impact on the Town of Greece, if eventually constructed. Proposed is a "light rail" system running in large part over the existing rail lines extending from Charlotte to Henrietta. It would serve Kodak Park, the Central Business District, the University of Rochester and the Rochester Institute of Technology campuses, with an extension to the new community in Riverton. Park and ride facilities would be provided at the stations and feeder bus routes possibly developed. Map 1 shows the proposed line and stations which border the Town of Greece. In conjunction with this proposal, there exists, at a future date, the possibility of utilizing the Penn-Central trackage as a portion of a spurline, linking the core of the Longview "Design Area" with the main line. Finally, the creation of centers of activity, either residential, commercial, economic or recreational will permit mass transit systems to function more efficiently.

Other areas of mass transportation, which, although having limited application, should be considered. These include heliports and a hover craft facility on the lakeshore, providing a potential for travel to Toronto or other Lake Ontario cities.

COMMUNITY FACILITIES

The General Development Plan establishes a basic framework of community facilities for the Town of Greece. Specifically, these facilities include recreation, conservation and open space areas, schools, fire station, libraries and major municipal buildings and facilities. Two basic factors were used in analyzing the needs for such community facilities. These are:

...the ultimate pattern of land uses and highway system and the determination of how many people will ultimately be served.

...the special relationships such future facilities should have to optimally serve the anticipated needs of the community.

Recreation, Conservation and Open Space

A basic objective of the General Development Plan is to preserve and protect the basic natural and scenic resources that are an essential part of the Town of Greece. Basically, the physical result of such effort falls into the general classification of open space. In the broadest of terms, open space may be defined as space which is not used for buildings or other structures. Open space can serve four basic functions:

...human - both the physical (recreation) and psychological needs

...physical - it can protect the basic resources such as soils, waterways and air

...natural - preservation of wooded areas and plants and wildlife of the area

...economic - an attractive community can enhance property values

It can be used for recreation or as a preserve for wildlife. Open space may be used to separate incompatible land uses or merely for general aesthetic reasons.

Open space areas may be classed in terms of active and passive. It does not necessarily have to be "green" areas. In some uses dead-end or cul-de-sac streets may function as effectively usable (active) open space. A small well-designed interior court of an apartment or townhouse can provide significant open space for their households as does a spacious backyard in a single-family development.

It is suggested that new development in Greece be structured about a pattern of open spaces, linked together wherever possible. An actual system should be followed as opposed to a random approach whereas each developer independently arrives at their own open space configuration. In this context, the General Development Plan, Map 1, recommends a general design oriented to the water courses located throughout the community. Utilizing these elements as a basis for design concepts would still afford a variety of opportunities to the potential developer, while achieving a functional system for the benefit of the entire Town. The general concept as shown on Map 1 tries to preserve the most essential natural and scenic resources of the community for present and future generations.

While standards for the provision of parkland open space are essential, this role should be secondary to the necessity of having a unified community understanding and approach to the objectives which are being sought.

Function, rather than ownership, was the guiding principle in the detailing of the plan.

Once the essential open space has been provided in an area, a significant recreation system can be developed. As a result, the town can eventually achieve a system of largely interconnected parks and open spaces. Thus, the active high traffic recreation areas would be lineally connected with the less active natural environment areas or parks by green-belt linkages. As previously noted the water course could largely provide the basis for such a system. Another is the Penn-Central rail line bisecting the northern portion of Greece which should be recognized as an influence on the surrounding environment in terms of noise and as a real barrier to the movement of people or vehicles except at controlled and limited intersections. However, if properly treated with respect to potential development, the railroad can become an important asset to the community. Use of the right-of-way for a lineal park or open space system would permit the development of facilities not presently available, such as hiking trails or bicycle paths. Where possible, this potential should be thoroughly investigated and agreement reached between town officials and the railroad. Acquisition of agreements, parallel easements, development rights or land dedication from the subdivision process would enable this facility to become a valuable asset to the community.

Although arbitrary standards of calculating recreational lands need as acreage per 1,000 population has been declared as obsolete by the National Recreation and Park Association, it is necessary for a community to have definite guidelines when relating to the total picture of open space.

It is recommended that the Town of Greece utilize as a minimum standard for Town open space and recreation facilities, three (3) acres per 100 dwelling units or 10 percent of the gross land area, whichever is the greater. Thus, a permitted density of four dwelling units per acre would yield 12 acres of open space for every 88 acres of developed land. Applying yhis minimum suggested standard to the potential development as proposed by the General Development Plan would yield approximately an additional 1,300 acres of open space/parkland. Realize however, that this figure is relative to the total or saturation development of the entire Town.

Acquisition of these lands may be accomplished through the subdivision process, either through dedication of land or the payment of cash in lieu of land which may be expended on an appropriate site. In most cases, a site of two acres should be allowed as the minimum for dedication purposes. Other methods for acquiring additional open space or recreational lands include encouragement of cluster development, acceptance of gifts, and the possible use of tax abatement procedures in exchange for the limiting of development rights. This latter method is particularly applicable to the country club and golf courses in the town. Note also, that this minimum standard is suggested for town open space and parklands and is in addition to County and State holdings and/or acquisitions and other open space created as a result of cluster or planned residential development.

The General Development Plan shows diagramatically suggested locations for neighborhood or community parks. Also shown are three major community parks. English Road Park, which is a 77+ acre site adjacent to the proposed extension of the Outer Loop, is the logical choice for a large scale park complex to serve the eastern portion of the town. The large park site shown in the "Design Area" could become the major Town Park for the western portion of the Town. Frisbee Hill Playground, the adjacent police practice range and the disposal site, together comprise an already owned site which ultimately has the potential to be developed as a special purposes recreational facility. For instance, if a solid waste disposal technique of mounding is a cellular fashion were adopted, the town could accommodate its disposal needs for an extended period while creating the topographic features which would eventually be developed as a key recreational facility including a small scale ski slope. In the already developed eastern portion of Greece, every opportunity and mechanism should be explored for obtaining sites for neighborhoood parks. Remaining undeveloped parcels should be encouraged to develop in a cluster fashion allowing for the development of a needed park in this area.

Monroe County should be encouraged to complete the acquisition of lands as originally intended and as shown on the General Development Plan. Also, the county should begin to acquire the adjacent lands to the Barge Canal for a linear park and trail system. A system could utilize the old canal bed now owned by the City of Rochester and extending eastward into the city. Similarly, an ongoing town effort should be developed to press New York State to acquire the remaining wet lands adjacent to Round Pond, Salmon Creek and Buttonwood Creek and for a policy of protecting Braddock Bay, noted as one of the last remaining high quality wet lands west of Rochester. The New York State Department of Environmental Conservation's program of developing Coho Salmon fishing on Lake Ontario should be of keen interest to the Town of Greece, as Braddock Bay and Salmon Creek are anticiapted to be one of the key points. Consideration might be given to acquiring public fishing access points and to planning for related marine-commercial activities.

Actual planning of recreation facilities should be accomplished in accord with a townwide comprehensive study of recreation and park needs. Frequently, this is accomplished by the modern techniques of analyzing the participation aspiration patterns of the present population with respect to program and facility adequacies and inadequacies to project future recreational requirements.

PUBLIC BUILDINGS AND FACILITIES

Public Schools

Of the four public school districts in the Town of Greece, only Greece Central School District No. 1 and the Hilton School District now have or are likely to construct additional facilities in the future. It is anticipated that the majority of the Town's residential and business growth during the next 20-30 years will occur in the Greece C.D.S. #1. However, the bulk of the industrial growth will occur in the four districts known as the Free School District.

Although this plan cannot accurately predetermine all future school needs, it does provide a general guide from which the respective School Boards can begin to plan their major building programs. Perhaps foremost in importance, is the proposed distribution of future densities and the potential ultimate population of the Town. Enrollments in Greece C.S.D., while currently at a decreasing rate, are expected to exhibit a rather steady pattern of growth in the coming decades due to the newly developing areas west of the proposed Outer Loop. Thus, new sites will constantly need to be acquired. Such a process should be done in accordance with an overall comprehensive school plan that is related to the planned growth of the Town.

Presently, gross capacity for the Greece C.S.D. has approximately 15 percent overall surplus, but many individual areas of the district are having problems due to specific needs. For instance, the Hoover Road Elementary School is poorly sited in terms of residential population and pupil access, while a site is needed in the vicinity of Stone Road and Mount Read Boulevard.

Much consideration should be given to utilizing existing, seemingly, large sites for additional functions, as these sites represent valuable school and community open space not replaceable in a developed area. Of the three future school sites now held by the Greece C.S.D., the site west of Elmgrove road and south of Ridge Road is poorly located with respect to existing and future growth. The others should be re-evaluated in terms of the projected development patterns and building types.

According to the 1970 U.S. Census of Population and Housing, there are .93 children enrolled in grades K-12, including private schools, for every occupied dwelling unit in the Town of Greece. Based on the existing district school children generation figures from various housing types and the projection that approximately 30 percent of new building will be of the multi-family "type", future residential development would thus generate an average of .84 school children per household. The following table roughly projects the total additional school needs based on the ultimate projected development of the Town according to the General Development Plan. The projection assumes that all future school children will be in the public school system. This is done in order to present a maximum figure which may be utilized for planning purposes. Whatever the trends, this approximate number of students would require educational facilities, public or private, if the Town ever fully develops.

ADDITIONAL SCHOOL REQUIREMENTS AT TOTAL COMMUNITY DEVELOPMENT

TOWN OF GREECE

Potential Additional Dwelling Units	43,222
Single family type	30,255
Multi-family type	12,967
Potential School Children (K-12)	36,522
From Single Family Dwelling Units	33,280
From Multi-Family Dwelling Units	3,242
Distribution by School Type	
Elementary School (K-6)	19,722
Junior High School (7-8)	5,478
Senior High School (9-12)	11,322

Estimate Future Additional School Needs

	No. of Schools	Total Acreage in Sites
Elementary Schools	32	576
Junior High Schools	6	180
Senior High Schools	5	250
TOTALS	43 schools	1,006 Acres

Conclusion of Schools

A specific area of activity potentially significant to this General Development Plan is the coordination of the development of the system of parks, green-belt linkages and open space with potential new school sites. These future public lands to be acquired by the Town offer advantages to the public school sites such as: the enlargement of the effective land area of the site through adjacent park or open space lands that could be used for school purposes as well, as walkway access to the school sites for children in the nearby residential areas without the necessity to walk or bicycle along traffic-laden streets.

Fire Protection Facilities

An adequate level of fire protection is essential for both the safety and general economic well-being of the Town. While the existing level of fire protection is adequate for present needs, the anticiptated growth of the community will require more facilities in the future. New fire station facilities should be located with respect to existing and proposed population densities and the highway network. Similarly, improvements and extensions ofthe public water system should be designed with regard to the needs of the adequate fire protection requirements. On the other hand, design of new developments should consider the accessibility of fire apparatus.

The General Development Plan shows schematically a number of generalized future site locations. However, it is noted that future sites necessarily be located in accordance with a comprehensive plan for each of the fire districts in the Town.

Library

The General Development Plan anticipates the need for additional library locations. As mentioned, a new branch might be included in the civic center complex proposed off Maiden Lane and the Outer Loop extension, which is almost midway between the Main Library on Mitchell Road and the Paddy Hill Branch. Ultimately, a total of two to three additional libraries will be needed to serve the proposed population, along with continued use of Bookmobile service to the less intensively developed areas. Specifically, a branch should be located in the suggested "Design Area", thus embracing the total community characteristics of such a development concept.

Finally, consideration should be given to developing the library system in conjunction with similar school facilities. Properly designed, joint school-community libraries would avoid much of the duplication of facilities and materials and offer a greater resource at a single location. Further, this concept used effectively in many communities would be a step towards increased efficiency in the provision of necessary public services.

Town Hall

The Town of Greece is now faced with the very real need for additional space and facilities in its Town Hall. A recent study completed by the Planning Department estimated that there is presently a deficiency of almost 1,500 square feet of office space and that total needs will almost double when the population of the Town reaches 150,000 persons.

The present five-acre site, bounded by Long Pond Road, Ridge Road and Mitchell Road, and the design of the existing building does not offer much flexibility for future expansion. Further, expansion at the present location would only add to an already congested situation at the adjacent intersections. Selection of a new site would allow for a civic center type of complex to eventually be constructed which might contain, in addition to a new Town Hall, a separate police building, a library, fire station and a community center. Such a facility, if properly located, would be a focal point of the community.

It is the recommendation of this plan that the ideal site for such a "civic center" would be the presently owned New York State property north of Maiden Lane and adjacent to the proposed extension of the Outer Loop. Approximately 50 acres in size, this land was originally acquired for a major interchange between the proposed Northwest Expressway and the Outer Loop. As a result of the inevitable deletion of the Northwest Expressway from future road plans, such "surplus" land might readily be acquired by the Town. In conjunction with the extensive English Road Park site adjacent to the north, a major community center of activity could ultimately be achieved. Analysis of the site reveals the potential for a small lake of several acres to be created by impounding Paddy Hill Creek. The attractive wooded sites and topographic variations would allow the entire area from English Road to Maiden Lane to be designed as an integral unit.

The existing structure might be converted to a community center, with specialized facilities for youth and senior citizens. It could also function as a police sub-station.

COMMUNITY UTILITIES

It is evident that one of the major factors influencing the immediate development of the Town of Greece will be the location and installation of the North-South Sanitary Interceptor. This facility, when connected with the new East-West Interceptor, will open vast amounts of undeveloped land for growth, which heretofore has been somewhat limited by lack of sanitary utilities and capacity, public health regulations and development cost. More importantly, the installation of the North-South Interceptor will represent a unique opportunity for the town's governing structure to control and shape the development of its vacant land.

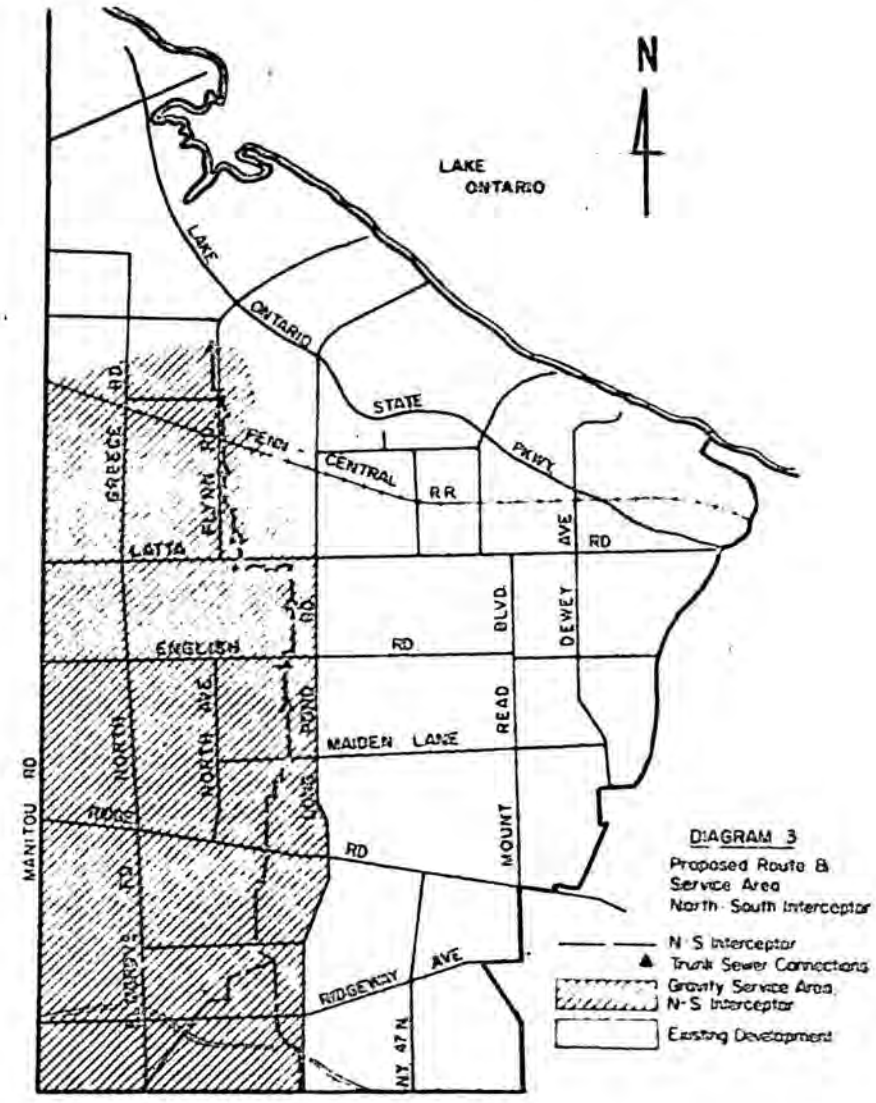
The North-South Interceptor will be designed to serve, by gravity, almost all of the upstream drainage areas it will intercept. However, much like a limited access expressway and its interchanges, it will be designed to only accept flows at specific locations. Normally, these intercepting points are dictated by topographical considerations. Engineered to take advantage of gravity flow, sanitary trunk lines feed into the interceptor and usually follow stream channels and other natural depressions.

Diagram 3 depicts the present proposed route of the North-South Interceptor, its general service area and designated access points of trunk connections. Note that east of the interceptor the service area (1) is quite restricted; the approximate boundary being Long Pond Road, while on the west the area extends beyond the town's political boundary. This is explained by Greece's topography; the higher ground generally "flowing" from the southwest to the north-east, like the streams. Note also the designated points of connection. Most are located in the low areas to maximize the extent of the gravity service; others are located for reasons such as facility of connection to existing sewers or man-made restrictions including roads and railroads.

Returning to the important point of town control, made earlier, the control lies in the construction of the trunk sewers to the access points along the interceptor. Trunk sewers are expensive (2) and is a cost normally assumed by the property owners residing within a particular sanitary district.

(1) Service area is defined as that area which is served by gravity; i.e., commencing from a point approximately 6-8 feet below grade (depth of normal basement) and traversing by gravity pipe at minimum slope to achieve minimum self-cleansing velocity to point of connection.

(2) For estimating purposes 1972 costs for normal construction of sanitary sewers, say 18" to 36" diameter, might vary between $25 and $40 per lineal foot depending on subsurface conditions, size of the project, etc. These costs do not include associated development costs such as engineering, legal administrative, financing, and easement purchases.



Individuals wishing to develop land within the aforementioned service area will have to achieve access into one of the connection points and, depending upon where their land is located in relation to the interceptor, will have a variable cost burden. The town can limit its trunk construction program (until a strong need is voiced or until a fair cost per homeowner is achieved) thereby controlling development. In the special cases where a developer is directly adjacent to the interceptor or for some other reason he wishes to develop immediately the town might consider the possibility of requiring the builder to construct the trunk. This is not always the best procedure because invariably the builder passes his costs on to the buyer.

Water, electric, gas and telephone service is generally adequate in that a basic grid, or framework, has been established. As new development occurs, it becomes necessary to implement certain requirements.

Water

The water supply source is Lake Ontario which has its wastes treated and then supplied to various communities (including Greece) by the Monroe County Water Authority (MCWA). Approximately 90% of the Town is served by the MCWA. Generally, this includes all lands west of Mt. Read Blvd. The areas to the east are serviced by the City of Rochester.

After being treated at the water treatment plant on Dewey Avenue (near the Parkway), the MCWA pumps the water south through a major 60" transmission line that parallels Mt. Read Blvd. Pressure at this pump station is in excess of 150 psi. The 60" transmission line becomes a 48" as it crosses West Ridge Road and continues as a 42" along Latona. A 20" branch feeds the present main Town connecting point at Lee and Latona.

There are other points of connection where water is metered.

These include:

1. Edgemere Drive at Beach Avenue
2. Ling Road near Slater Creek
3. Latta Road and Hampton Blvd.

4. McGuire Road and Woodbriar Drive
5. Stone Road and Duffern Drive
6. Milford Street near Bonesteel St.
7. Maiden Lane and Heritage Drive
8. English Road at Heritage Drive
9. Island Cottage Road and Latta Road
10. Island Cottage Road near Penn Central Railroad
11. Ridge Road and Mount Read Blvd.
12. Ridge Road and Buckman Road
13. Latona Road near Ridgeway Avenue
14. Ridgeway Avenue between Latona Road and Long Pond Road

Within this major loop (owned by MCWA) the town has established its own grid along a north-south and east-west basis. Sizes vary from 14" to 6". A 500,000 elevated water storage tank is located at North Greece and West Ridge Roads. Overflow elevation is 585'. Throughout the system numerous pressure reducing valves have been installed in an attempt to regulate the pressure so as not to cause damage to the domestic users.

Water demand will vary according to type of land use. Monthly records indicate that the present average yearly consumption is 4.0 million gallons per day (MGD). The average reflects readings of 4.8 MGD in summer and 3.5 MGD in winter. The per capita consumption is 80 gallons per capita per day (GPCD). Because of our continued rise in our standard of living this latter figure has shown a history of rising, perhaps 1.5% per year. Therefore we can expect in 1990 that our daily per capita rate will reach 110 GPCD.

Another factor which must be considered is fire flow. Fire flow is a function of the population served by the water system. Presently, according to the formula established by the National Board of Fire Underwriters, a flow of 7000 gallons per minute (GPM) for a 10 hour duration is needed. This will increase to 8,000 GPM by 1990.

Information received from the Greece Engineering Department has indicated that the Town has experienced low and unacceptable pressures in certain sectors of the community; namely, the south-west quadrant. This is confirmed by examination of the records of the New York Insurance Office. A brief analysis indicates that the problem apparently lies in the location and settings of the pressure reducing valves as there is sufficient pressure in the MCWA system.

Future growth in Greece will require completion of the internal grid network and a re-evaluation of the question of pressure reducing valves and additional water storage. An engineering study and report is recommended.

Sanitary

Almost all of the currently developed portion of Greece is publicly sewered; exceptions being certain locations along Lake Ontario, and in the western and southern portions of the Town. These areas are served by private septic systems.

Three sewage treatment plants presently serve the town, located at Latta Road, Island Cottage and Janes Road. These facilities are now operated by the Division of Pure Waters, Monroe County Department of Public Works under the Monroe County Pure Waters Program. It is anticipated that by winter of 1972 the three existing plants will be phased out and a new 15 MGD water pollution control facility will be put in operation. The modern facility employing the activated sludge method will be a tertiary plant removing over 95% of the BOD as well as reducing the phosphates and nitrates which stimulate algae growth.

A new East-West Sanitary Interceptor will connect the three existing plants conveying the raw sewage to a central pump station at Buttonwood Creek. This station will act as a collection point for Greece, Brockport and a future Spencerport Interceptor and will pump the wastewater to the new treatment plant. After treatment the effluent will be discharged through an outfall tunnel to a point approximately one mile from the lake shore.

For the undeveloped land areas in Greece the proposed North-South Sanitary Interceptor will provide a strong incentive for growth. This interceptor will be designed to serve all lands generally west of Long Pond Road. It will allow full development of the southern area of the Town where Kodak has large land ownings as well as the development of the Park Ridge Hospital complex. The existing pump station at Maiden Lane and Long Pond Road will be alleviated.

A sanitary trunk system will have to be planned and designed to tie into the North-South Interceptor. A sanitary utility plan for servicing the Greater Longview area was developed. The proposed sanitary trunks are judiciously placed along the low valleys generally paralleling the streams so as to be able to provide the greatest coverage by gravity. Lateral sewers would serve the individual developments and tie into the trunk system.

It is recommended that the Town undertake a detailed engineering study to size and locate the sanitary trunk sewers. Optimum land use development would require that this be done prior to building construction.

Drainage

There are portions of seven district watershed basins in the Town of Greece. These basins and their areas are:

1. Little Pond Basin; 3,541 acres
   a. Fleming Creek
   b. Slater Creek

2. Round Pond Basin, 13,742 acres (11,088 ac. in Greece)
   a. Paddy Hill Creek
   b. Kirk Creek
   c. Round Pond Creek

3. Buck Pond Basin; 11,494 acres (9,122 ac. in Greece)
   a. Larkin Creek
   b. Smith Creek

4. Long Pond Basin; 15,560 acres (4,232 ac. in Greece)
   a. Northrup Creek
   b. Black Creek

5. Buttonwood Creek Basin; 6,433 acres (808 ac. in Greece)
6. Salmon Creek Basin; 57,606 acres (749 ac. in Greece)
7. Hamlin-Parma Beach Area Basin; 13,123 (853 ac. in Greece)

Although closed conduit drainage facilities exist sporadically throughout the built-up areas of the Town, there is no planned system. Existing facilities are often undersized and not designed for the increased quantities of storm water run-off due to increased development within a drainage basin. It is recommended that all future decisions regarding development or affecting existing drainage characteristics be done in accord with a detailed drainage study encompassing the entire Town of Greece. Eventually, the Town should either become part of a county drainage district or establish a Townwide drainage district. As part of such a study, a policy towards the watercourses should be developed to assure that the streams are well maintained and protected from erosion, silting, and sources of pollution. Surrounding land uses should be controlled to prevent diminution of the streams' carrying capacity. Official channel lines should be established for these purposes. As previously recommended, the water courses could form the framework for an open space and park system. In some areas, only easements may be required, but actual public ownership is preferable where possible.

Electric/Gas/Telephone

Electric and gas service are provided by the Rochester Gas & Electric Corporation. It is their policy to anticipate the demand and to construct facilities to meet same.

This policy, as regards natural gas, has been tempered somewhat because of restrictions imposed by RG&E's supplier. These restrictions apply only to commercial - industrial users. This is in line with national trends and is one which is expected to continue.

A limited expansion (for residential uses) will occur with urban growth in Greece.

The present major electrical grid is adequate. Future improvements will no doubt include additional sub-stations and duplicate or automatic switching devices to reduce outages even further. For ease of maintenance and aesthetics, power services will go underground.

Telephone service is provided by Rochester Telephone and Ogden Telephone.

LONGVIEW SECTOR PLAN

In order to more clearly illustrate many of the concepts shown on the General Development Plan and described within this report, a more detailed plan has been prepared for an area known as the Longview Sector, shown on Map 2. This area was selected because it parallels the route of the proposed North-South Interceptor sewer and as a result would be subject to considerable developmental pressures. Also, the pattern of existing development north of Maiden Lane in the Longview Sector is such that many of the development concepts proposed still remain as possible alternatives.

In large part, the Longview Sector Plan shows at a larger scale particular future land use proposals. This plan contains a number of features that represent significant departures from present patterns of land use and development.

As seen on Map 2, the predominant land use is residential, with the exception of business areas along Ridge Road and the Park Ridge Hospital Complex, office and industrial uses adjacent to Long Pond Road and south of the Barge Canal and a new business core shown at the intersection of Long Pond Road and Latta Road. Emphasis is given to holding the amount of retail business along Ridge Road to approximately the present level. However, reasonable alternative uses are proposed, including multi-family housing and office development. The open space concepts are featured particularly with respect to the stream lines and the Barge Canal.

The street pattern is designed to facilitate the rapid movement of vehicles from local streets to the collector and arterial system with maximum protection of residential areas from the adverse affects of traffic. Whenever possible, new collector streets are shown as designed with a functional purpose, and not as a continuation of the present grid pattern now so prevalent throughout the community. Note the suggested street closings along Ridge Road. Consideration should be given to this type of approach wherever possible to preserve the integrity of abutting residential neighborhoods.

Perhaps the most striking feature of the Longview Sector Plan is the "Design Area" centered about the intersection of Long Pond Road and Latta Road. One of the basic recommendations of the General Development Plan is the creation of a new center at the focal point of growth for the rapidly developing areas north of Maiden Lane and west of N.Y.S. Route 47. Such a center would include residential, business and community facilities. While clustering of development is advocated for most of the undeveloped portions of the town, this concept only applies to residential uses at their existing density levels. However, rather than permit a series of small scattered multi-purpose centers, containing residence, business and other facilities, each of which developed with little or no relationship to the other, largely at the discretion of a developer, the Town should predesignate where increases in density and where major business centers should be located. In this context, a single comprehensively planned center would be most appropriate. The advantages of having a center of a reasonably large size include the following:

...the opportunity to create residential densities of sufficient scale which will enable residents to walk to many of the amenities of the community, while also enabling a mass transit system to be economically feasible.

...the ability to plan a functional street system oriented to shopping, schools and recreation.

...the ability to create a comprehensively planned system of parks, open spaces and greenways at little or no cost to the community.

...the opportunity of having most of the business clustered in a central area to allow convenient access and increased shopper efficiency, with minimal impact of such uses on the surrounding community.

As shown on Map 2, the Design Area stretches from the Penn-Central Railroad south to English Road, lying between Long Pond Road and Flynn Road extended, encompassing a total of approximately 1200 acres. The centroid, in terms of residential density and business activity, is at the intersection of Latta Road and Long Pond Road. This area was selected because of its excellent potential for development in terms of existing land use (mostly vacant), soil conditions and ownership patterns. Further, the center of the Design Area lies at the intersection of two arterial highways, Long Pond and Latta

Road, only one and one-half miles from a proposed interchange with the Outer Loop and a similar distance from an existing interchange on the Ontario Parkway. Locating the new business center over three miles from the Ridge Road commercial areas, a new trade center can be established to serve much of the needs of the population establishing in this area, thus reducing the need for extended travel and alleviating an already overburdened Ridge Road. This concept for a center would result in an increase in urban qualities and increased open space and recreation areas as opposed to a blended spread of dwelling units on large lots, which do not result in either, while fostering a dependence on the private automobile.

In essence, the proposed development concept for the Design Area places great emphasis on what has been commonly referred to as "pedestrian-open space design". The Design Area Detail, Diagram 1, illustrates an example of this concept. For the total Design Area, over 19 percent of the grass land area is designated as permanent public land for schools, parks, passive open space or greenways. Moreover, planned residential or cluster development of the residential areas will create still further open space, both public and private, thus raising the total open space standard to a range of 30 to 35 percent of the total area. This may be compared to a conventional subdivision development where a maximum of three percent of the total area is devoted to public or semi-public open space or recreation.

The present pattern of zoning for the Design Area would allow development according to the land area distribution shown on Table 2. It is estimated that an ultimate population of 7,619 persons could be accommodated. However, the proposed plan for the Design Area would permit 15,748 persons as displayed on Table 3. The amount of land devoted to recreation and open space would be 185 acres vs. only 13 under conventional development. The present 84 acres of business zoning would be reduced to approximately the 66 acres shown on the plan. As described in the General Development Plan, part of the intent of the Design Area is to permit the development of higher densities in a comprehensive framework while prohibiting such development elsewhere in the community, unless as a more desirable alternative business development. Presently the zoning of the Design Area will permit a maximum of 1.92 dwelling units per acre, while the Design Area Plan proposes an average of 4.30 dwelling units per acre. In fact, many strictly single family areas of Greece, east of Dewey Avenue, exceed this figure by more than 50 percent.

Diagram 1 is meant to convey in sketch form how such a development scheme might look. Basically, four important criteria should be considered in planning new residential areas:

housing type
lot size
block size
street pattern and function

For instance, if street patterns are defined prior to planning housing types, true flexibility in design would be precluded. Similarly, the type of dwelling should be linked with lot sizes. Large sprawling homes require greater spacing than do small townhouse type dwellings. While single homes on large lots can forego immediately adjacent common open space, this space is an absolute necessity for smaller lot and/or apartment developments. The plan suggests five general utimate density classifications in the Longview Sector Plan:

Moderate Density Multi-family @ 18 dwelling units/acre
Low Density Multi-family @ 10 dwelling units/acre
High Density Single-family @ 6 dwelling units/acre
Moderate Density Single-family @ 4 dwelling units/acre
Low Density Single-family @ 1.8 dwelling units/acre

Such figures are to be used as a guide for gross density purposes and not to restrict the type of dwelling units or the functional layout. As mentioned, planned residential or cluster development should be encouraged wherever possible, and made mandatory for lands within the Design Area.

Development should not be limited to the above suggested densities but, in effect, these proposed increases in density/value should be used as the prime means of achieving the concept of the plan.

Where there are a great many legal "tools" available to the Town to guide development in a desirable and orderly fashion, they should be used. However, it is best if the Town works on a positive basis with affected property owners in developing a mutually acceptable method of achieving the desired results as set forth in the plan.

As the Longview Sector Plan, Map 2 and Table 3 demonstrate, the center of the Design Area consists of 44 acres of shopping center business and 22 acres of non-retail business. The current zoning for the area actually shows over 60 acres in the shopping center (B-3) category. It is suggested that a major community shopping center develop on the southeast corner of Latta Road and Long Pond Road, geared to serving the general shopping needs of the residents of the surrounding community. This would be encompassed by offices and professional buildings, providing services and employment to the area.

TABLE 2 PROJECTED LAND USE AND SATURATION POPULATION ACCORDING TO EXISTING ZONING
LONGVIEW SECTOR DESIGN AREA, TOWN OF GREECE

Land Use Category	Acres	% of Total	Number	% of Total	Number	% of Total
Residential Areas:						
low density single family	37	3.1%	67	2.6%	221	2.6%
moderate density single family	955	79.5	2,242	86.3	7,398	86.3
high density single family						
low density multi family						
moderate density multi family						
Subtotal: Residential	992	82.7%	2,309	88.9%	7,619	88.8%
Business Areas:						
Neighborhood	15	1.3%				
Shopping Center	69	5.8				
Non-Retail						
Subtotal: Business	84	7.1%				
Industrial Areas*	100	8.3%	290	11.1%	957	11.2%
Public Facilities	11	0.9%				
Recreational Open Space	13	1.1%				
TOTALS	1,200	100.0%	2,599	100.0%	8,576	100.0%

*Assumes industrial zoned land will develop as residential use.

TABLE 3 PROJECTED DISTRIBUTION OF FUTURE LAND USE AND SATURATION POPULATION AT ULTIMATE DEVELOPMENT, LONGVIEW SECTOR DESIGN AREA, TOWN OF GREECE

Land Use Category	Projected Distribution of Future Land Use		Projected Ultimate Development			
			Dwelling Units		Population	
	Acres*	% of Total	No.	% of Total	No.	% of Total
Residential Areas:						
low density single family						
moderate density single family	533	44.4%	2,132	41.3%	7,036	44.7%
high density single family	240	20.0	1,440	27.9	4,752	30.2
low density multi family	108	9.0	1,080	20.9	2,700	17.1
moderate density multi family	28	2.3	504	9.9	1,260	8.0
Subtotal: Residential	909	75.7%	5,156	100.0%	15,748	100.0%
Business Areas:						
Neighborhood						
Shopping Center	44	3.7				
Non-Retail	22	1.8				
Subtotal: Business	66	5.5%				
Industrial Areas						
Public Facilities	40	3.3				
Recreation and Open Space	185	15.5				
TOTALS	1,200	100.0%	5,156	100.0%	15,748	100.0%

*Gross land areas includes streets and semi-public open space.

PROVIDING FOR A BROAD RANGE OF HOUSING OPPORTUNITY

A housing policy for the Town of Greece should be directed at three basic goals:

1. To comprehensive plan for residential growth with a Master Plan to guide land development with respect to land use patterns and ultimate population densities.

2. To stimulate a rate of housing construction adequate for an expanding population with maximum choice of rental or ownership for a broad spectrum of incomes and ages.

3. To encourage a variety in the type of housing units constructed which in turn will enable a balanced population growth to occur.

A recently released study of the housing needs in Monroe County prepared by the Monroe County Planning Council entitled "Housing: A Challenge For Monroe County" calls for the provision of 58,125 new low and moderate income housing units in communities throughout the county by 1980 with half that amount being built by 1975. As a result of an allocation procedure used to determine each community's responsibility for providing a portion of this estimate need, the Town of Greece was assigned a target number of between 3,200 and 4,775 low and middle income units.

It is recognized that true "low income" housing cannot be constructed without full public assistance, requiring removal of land from tax rolls, establishment of a housing authority, etc. However, housing for the so-called moderate income segment of the population can be built if preferential financing is given to the developer, efficient building techniques are employed, and land costs are reduced as one of the major factors in the final cost of a housing unit.

A general policy of increasing the allowable densities permitted by zoning would not by itself necessarily result in lowering the cost of housing. Land has become only one of the many factors influencing the high cost of housing. Current market demand and the speculative nature of land values would tend to keep prices at relatively high levels. The recent county report bears out this fact by stating, "Even with the most liberal zoning regulations, however commensurate with adequate public review, the private market must still stay within the limits imposed by the very real costs of labor, land materials, and money. Thus there is a level below which it is simply impossible to build housing, even under the best circumstances. Under these conditions there is no alternative but to look for public intervention in one form or another."

In addition, the town cannot merely increase densities without respect to the impact such additional population will have on streets and highways, public facilities and utilities, and the general character of the community. Although the report calls for 3,200 to 4,775 units, it is estimated that this would result in an actual population of between 10,560 and 14,325 persons, an equivalent of almost 13 percent of the ultimate potential growth, or one of every ten new units built. While planned residential development and/or Planned Unit Development (PUD) containing a variety of housing types will result in improved economies to a developer, it is highly doubtful that a significant reduction in either the purchase or rental prices will result from such practices. One possible method that the Town of Greece may utilize to achieve a reasonable supply or share of lower middle income housing would be:

> Amend the Zoning Regulations to enable the Town Board to authorize by ordinance an increase in residential development density where it shall be found that a developer or a bonafide non-profit corporation guarantees to develop and maintain the resultant housing at a purchase price or rental cost within the lower middle income housing market in accordance with a contractual agreement between said developer or non-profit corporation and the Town.

The procedure and general standards shall require:

...location and general development concept to be submitted.

...organizational, legal and financial concepts to be presented.

...cost analysis and assurances that such housing will remain relatively in the lower and middle income market.

...legal documentation to enforce provisions established.

...all requirements normally required of any development.

...the total number of dwelling units not to exceed 12 units per gross acre.

METHODS OF CONTROLLING GROWTH

How a community can control its growth is a highly complex subject. It involves the use of regulations, ordinances and other controls that must be vigorously enforced. Further, it involves a total community commitment to a comprehensive plan of ultimate development. The community must be willing to actively defend the precepts that it adopts and must also see that other agencies of government having responsibilities for policies and standards actively enforce such provisions.

Aside from the legal measures, perhaps the most important and effective method of controlling and/or achieving the best quality of growth is through an active professional approach by Town departments and officials to aggressively achieve the goals of the community. A vigorous approach should utilize

initiative rather than response. Developers should be encouraged to pursue certain design objectives such as cluster or planned residential development, provide needed housing types and incorporate good design into their projects. Alternatives should be proposed in instances where standard methods would be inappropriate. Finally, it is critical that the town officials and departments develop methods that will insure the expeditious treatment of development proposals, especially when new concepts are proposed. Since developers will be hesitant to opt for new concepts if they do not prove equal or better than present methods.

Once completed, the North-South Interceptor will open up a large portion of the Town for development. Policy decisions on the extension of laterals, public water supply and roadway improvement will control development to some degree. Further, refusal to rezone to some of the higher densities recommended in the plan until adequate public facilities and services are available, could be an incentive for developers to delay construction.

Following is a brief summary of a method that has been implemented in the Town of Ramapo, New York:

Due to pressures resulting from an increasing population and the ancillary problem of providing municipal facilities and services, the Town of Ramapo, New York, developed and adopted a Master Plan, comprehensive zoning ordinance and capital budget. The capital budget provided for the development of improvements specified in the Master Plan over a six-year period. Also, the town, as a supplement to the capital budget, adopted a capital program which provided for the location and sequence of additional capital improvements for the twelve years subsequent to the initial six-year budget. Thus, for an 18 year period, detailed capital improvements were projected in conformance with specifications set forth in the Master Plan, Official Map and Drainage Plan.

The town then amended its zoning ordinance for the stated purpose of eliminating premature subdivision and urban sprawl by making provisions which would require residential development to be staged with respect to availability or provision of adequate municipal facilities and services. The amendments actually required that a "special permit" for residential development be obtained. Assurances were provided that such restraint upon property use was to be of a "temporary" nature and that other private uses, including the construction of individual housing were authorized.

Permits were issued in accordance with five essential facilities:

1. Public sanitary sewers or approved substitutes
2. Drainage facilities.
3. Schools and improved public parks or recreation facilities
4. Adequate state, county or town roads
5. Firehouses

A sliding scale of values had been assigned to the specified improvements and no permit was allowed to be issued unless 15 development points had been accumulated by a proposed residential development. These amendments were recently upheld in a decision by the New York State Court of Appeals.

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GENERAL DEVELOPMENT PLAN

FUTURE LAND USE

RESIDENTIAL
- single family
- multi family

BUSINESS
- retail
- non retail

INDUSTRY

RECREATION

CONSERVATION AND OPEN SPACE

PUBLIC AND SEMI PUBLIC BLDG.s

STREETS AND HIGHWAYS
- expressways
- arterials
- collectors

PROPOSED FACILITIES

- PARKS
- SCHOOLS
- FIRE STATIONS

MASS TRANSPORTATION ROUTES

LAKE ONTARIO

LONGVIEW SECTOR PLAN

RESIDENTIAL
- low density single family
- moderate density single family
- high density single family
- low density multi family
- moderate density multi family

BUSINESS
- neighborhood
- shopping center
- non-retail

INDUSTRIAL
- light industry
- heavy industry

PARKS AND RECREATION

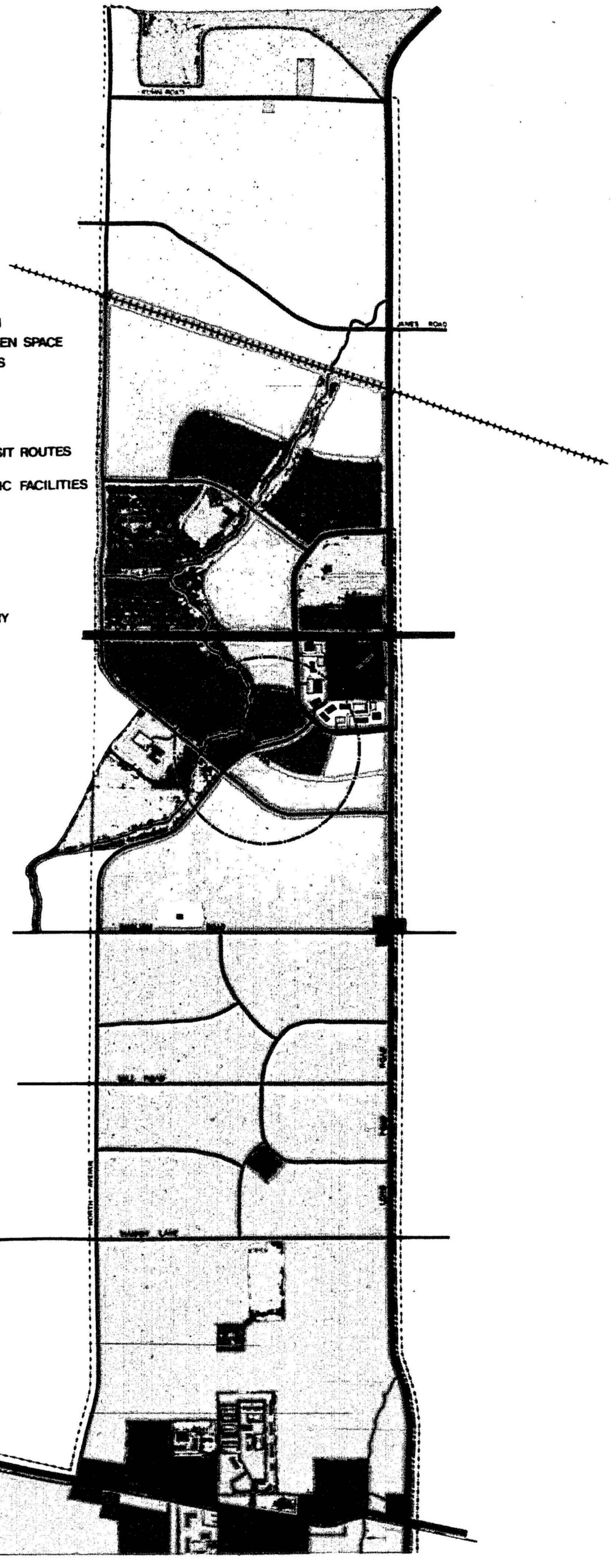
CONSERVATION AND OPEN SPACE

STREETS AND HIGHWAYS
- expressways
- arterials
- collectors
- local roads

PROPOSED MASS TRANSIT ROUTES

PUBLIC AND SEMI-PUBLIC FACILITIES
- schools
- parks
- other facilities

DESIGN AREA BOUNDARY



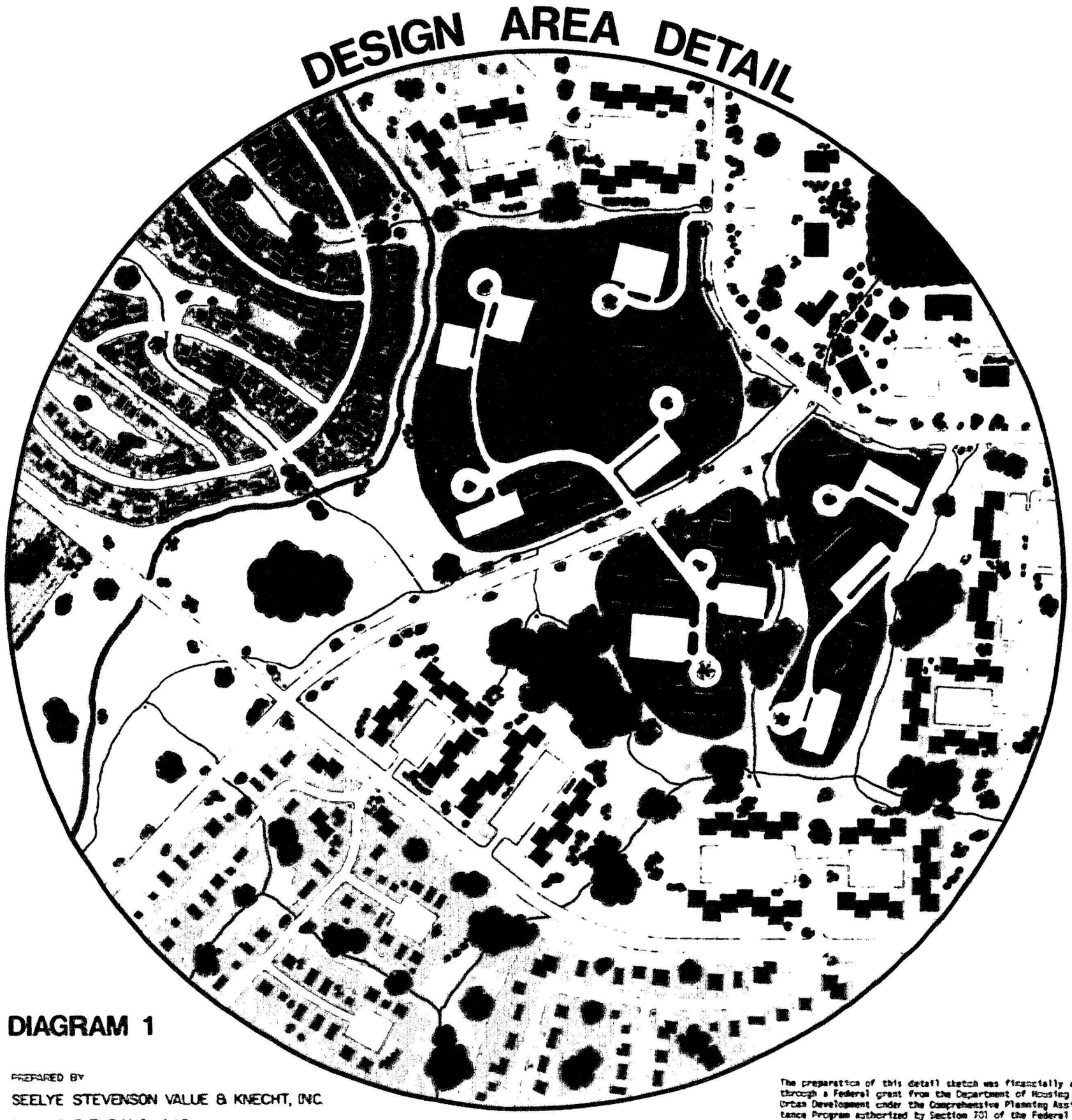
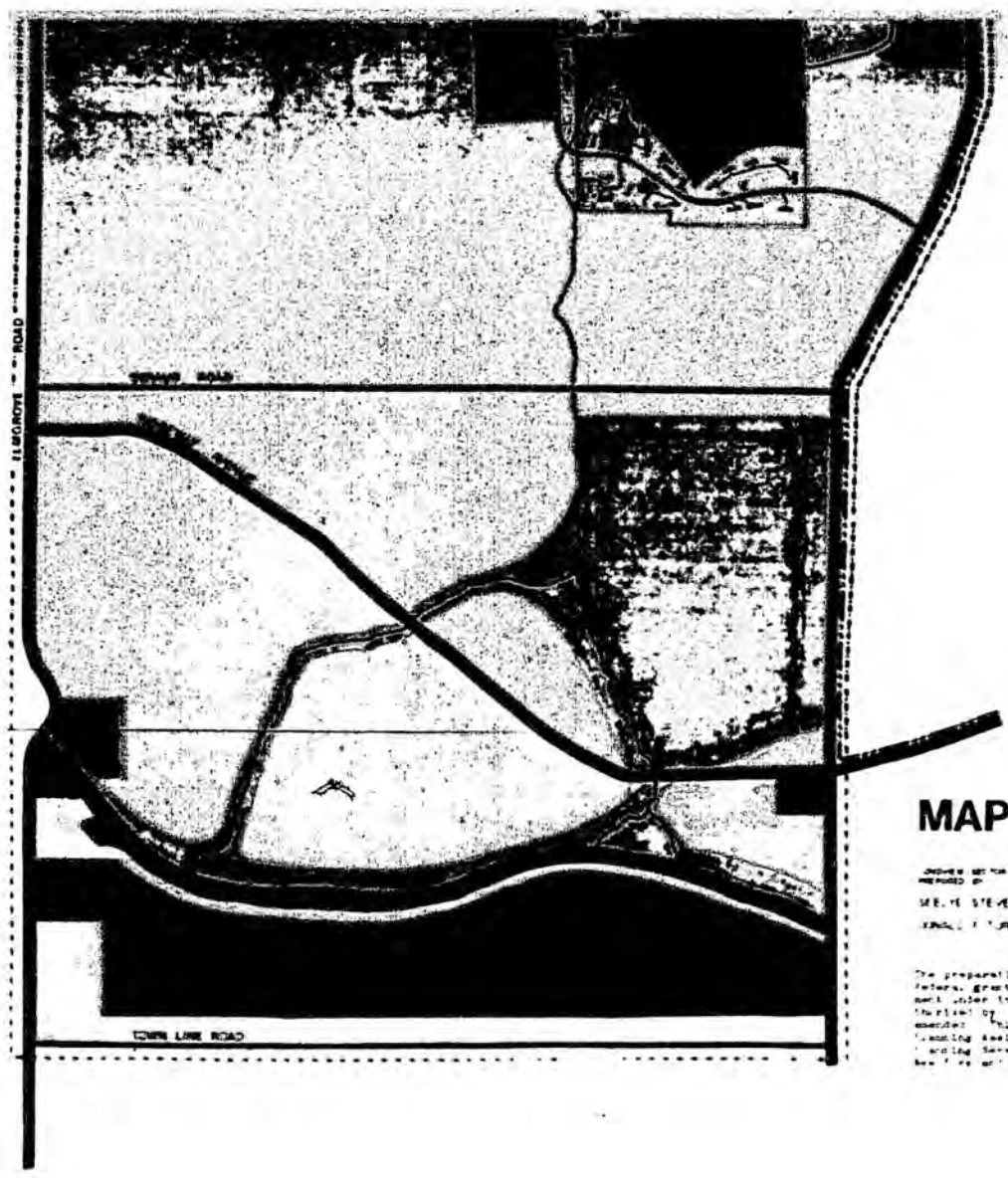


DIAGRAM 1

PREPARED BY
SEELYE STEVENSON VALUE & KNECHT, INC.
DONALD F TURANO, A.I.P.

The preparation of this detail sketch was financially aided through a Federal grant from the Department of Housing and Urban Development under the Comprehensive Planning Assistance Program authorized by Section 701 of the Federal Housing Act of 1954 as amended. This detail sketch was prepared under the Comprehensive Planning Assistance Program for the New York State Office of Planning Services. It was financed in part by the State of New York and the Town of Greece.



MAP 2

TOWN OF GREECE
DEVELOPMENT PLANS

THESE THREE MAPS REPRESENT THE PROPOSED PLANS THAT WILL BE PRESENTED AT A PUBLIC INFORMATION MEETING AT GREECE ARCADIA HIGH SCHOOL, 7:30 P.M., FEBRUARY 14, 1973.

THE GENERAL DEVELOPMENT PLAN AND THE LONGVIEW SECTOR PLAN ARE TC SERVE AS A GUIDE TO THE FUTURE. THE PLANS ARE NOT INTENDED TO BE A FINAL MASTER PLAN BUT, RATHER, A WORKING DOCUMENT SUGGESTING ORDERLY DEVELOPMENT. REVISIONS ARE ANTICIPATED AS CONDITIONS AND GROWTH PATTERNS CHANGE IN THE FUTURE.